

Special Features This Issue
Journey of the *African Queen*
International 3 Meter Trimarans



messing about in BOATS

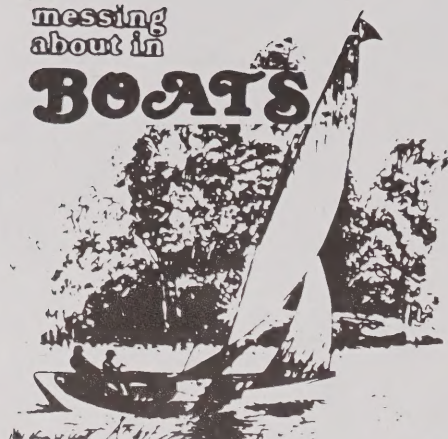
Volume 13 - Number 15

December 15, 1995



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Volume 13 - Number 15
December 15, 1995.

In Our Next Issue...

Tom Carter reports on a "Skin Boat Gathering at Deception Pass".

Ryerson Clark chronicles "Sailing the Wild Coast".

Eric Hutchinson tells about "Escape From the Mud Humps".

David Childs explains "The Boat Project Time Warp".

Concrete Construction magazine features "Building a Winning Canoe".

Joe Thompson tells us what's happening at his Hogtown Bayou Boatshop.

Tom Pichierri outline his ambitious plans at Clarksville Watercraft.

David Dawson explains "The Slow Side of Trimarans".

Jim Brown and Andy Zimmerman describe their new "Windrider Personal Trimaran".

Glen L Designs shows us their new catalog featuring Tubby Tug, Kidyak and Kid-Row amongst hundreds of other designs.

Robert Steward presents plans for "Building Chick".

Jim Thayer discusses "Oars, Levers and Worms".

Marshall Katz discovers "Lounge Chair Boating".

Jim Michalak describes "The Bug Tent".

Phil Bolger presents his "Shoal Draft Towboat Concept".

And we'll have more of your letters, a book review and a detailed review of emergency flares available.

On the Cover...

Three tiny tris tramping along near Seattle, they're involved in "harbor racing in the International 3 Meter class. Lots of info on these pocket trimarans in this issue.

Commentary...

John Gardner is dead at age 90. He passed away on October 18th at the home of his daughter in Haverhill, Massachusetts, having moved there several months before from his home of many years in Mystic, Connecticut. John's wife died in 1990 and he'd lived alone in their home since.

I have to assume that many of you already know all about John Gardner and his impact on those of us who have become involved with small craft, particularly with traditional small craft. I don't want to run that familiar chronicle of all that he did to save the craft of building traditional small boats from the bureaucrats, and subsequently renew interest and enthusiasm for them, past those of you who know it already, but I also suspect there are those readers who really don't know much about this man.

I regard him as one of those men who was in the right place at the right time. In the tiny world of traditional wooden boat design and building Gardner had, by 1970, established himself as a historian, chronicler, preserver of, and spokesman for, small wooden boats and the craftsmanship skills that they required. He was by then on the curatorial staff at Mystic Seaport Museum following a decade of having been technical editor of *National Fisherman*, in which position he had come to be widely recognized as the man with the mission of preserving and promoting the skills and knowledge developed over the years for building small wooden boats.

He was the right man in 1970 when the Coast Guard prepared to draw up design safety standards to be applied to all small boats built for the public to buy. Working with the manufacturers of the time, the Coast Guard proposed various tests which would pass modern wide, flat outboard type hulls but fail traditional craft like Swampscott dories. One called a level flotation test was a good example of an about to be regulated industry influencing the regulations.

Gardner was the right man, not only because of his extensive knowledge of traditional small craft design, construction and long time seaworthiness history, and not only because of his official position at Mystic Seaport, but mainly because he had been a political and social activist for years, doing union organizing, espousing political causes, dealing with government and its functionaries. John knew what had to be done to keep these uninformed new standards from putting small traditional boat builders out of business and ultimately causing the disappearance of such craft from our waters.

Out of this crisis came many future benefits for all of us who enjoy these boats. The annual small craft weekend at Mystic that grew out of the first meeting of boatbuilders to fend off disaster has spawned dozens of similar gatherings nationwide. Classes Gardner established at

Mystic in building traditional small craft have become commonplace nationwide. Working with youth to interest them in developing the skills of doing something creative and worthwhile has spread from Gardner's original efforts, efforts he was still making in the final year of his life, working with the Floating the Apple people in New York city.

His writing was the most pervasive influence, and it was what most influenced me, from when I began reading his columns and design features in *National Fisherman* in 1975 or so, on through his several books, starting for me with 1978's *The Dory Book*. Anyone who has experienced the excitement of discovering something new that exerts a powerful attraction understands how welcome and avidly read were such writings. I immediately formed a desire upon reading *The Dory Book* to build a Swampscott dory. I never did, that dream fell victim to my headlong rush into sailboat enthusiasm.

I did not know John Gardner personally, never discussed anything with him, always saw him and heard him speak in group settings. He didn't know me. Yes he probably knew of me, because of this magazine. But this magazine owes its existence indirectly to John Gardner, for it came about as a result of my intention to volunteer back in 1982 to assume the editorship of the *Ash Breeze*, the journal of the Traditional Small Craft Association, which had come into existence from that 1970 crisis and Gardner's efforts to avert it.

I didn't undertake that role as it turned out, but from it I decided to start my own magazine about small boats, and so in May of 1983, I launched *Messing About in Boats*. While early issues tended to carry on the traditional boat interest I was still deeply into, it soon broadened out to encompass any and all sorts of interesting small boats, which it continues to do today.

It was a number of years before the content of this magazine began to resemble part of John Gardner's regular column in *National Fisherman*. He included under "Notes From Here & There" reports from readers of his column on what boats they were building or contemplating building, a grass roots connection that he encouraged. Today *Messing About in Boats* can be viewed as mainly that sort of "Notes from Here & There" as the majority of our content is the material all of you send along for us all to read.

Of course, our purview is broader than purely traditional boats, and we lack any sort of erudite knowledgeable comment on design and construction that John Gardner generously shared with all who would read or listen. But because he was an early inspiration to me to pursue the dream of messing about in boats, I am here today doing just that. He was thus a mentor to me, a distant one unknown to me personally, but nevertheless a mentor.

I'd guess that there are thousands of others similarly influenced by John Gardner, who made his own small niche in the world very important to them, and as a result we have today a vibrant enthusiasm for small boats that we can build ourselves and in which we can enjoy our own modest adventures.

Instilling Small Boat Safety Knowledge

Death Was in the Wind!

By Bob Whittier

I have often commented on the Coast Guard's big boat mentality. This puts them in a poor position, in my mind, to gain insight into small boat safety, regardless of all their surveys, statistical analysis, and so on.

The Coast Guard Auxiliary winter safety courses seem to me to be aimed at yachting types, that's the impression I get on skimming through their course materials. These courses do not reach the sport fishing people, such as those who lost

their lives in the sea conditions described in this Associated Press news release. All the brass buttons and uniformed formality repels them.

A substantial number of fatalities each year involve fishermen. They are not interested in their boats' design, construction and seaworthiness, nor in proper seamanship in operating them. To them, their boats are simply conveyances to take them to their fishing spots.

Real progress in small boat safety

will come only when a way is found of instilling in their operators, including fishermen, some common sense and a feel for the nature of the sea, its behavior, and for the buoyancy, stability and dynamics of their small boats.

Storm warnings broadcast by officialdom are necessary but do not emphasize to small boat people just what sort of sea conditions such weather will create that threaten their very lives should they disregard them and venture out in their small boats. Note in the news clipping, "6'-8' seas breaking offshore", gale force winds of 30 knots", "62 degree ocean". Scary stuff to any small boater who is aware of what such sea conditions really are.

Seas, weather blamed for boat crash

WESTPORT — The three family members who drowned this weekend while fishing off Horseneck Beach were victims of rough, cold seas and small boats that capsized easily, authorities said Monday.

When the two boats containing six family members capsized Sunday afternoon, waves of 6-8 feet were breaking offshore and gale force winds of 30 knots were blowing, said Coast Guard Petty Officer Cameron Dawson. A gale warning had been broadcast, but it was the individual boater's responsibility to heed that warning, he said.

The victims were identified as Norman Slobogan, 53, of Bellingham and Louis Cote, 35, and Linda Cote, 39, of Woonsocket, R.I. The survivors were identified as the Cotes' children Lance, 7, and Lucy, 9, and Slobogan's son Joseph, 18.

The Cotes and Slobogans are cousins.

Authorities said Monday the Cotes and Slobogans headed out in 16- and 19-foot boats to fish near an offshore cement barge. It remained unclear Monday which family members were in which boat.

But at some point, one boat capsized and three people were thrown into the 62-degree ocean. Those three swam over to the other boat and clung to the side, state Trooper Paul White said. The second boat then filled with water and capsized, sending the remaining three people into the ocean. Police said the two Cote children were wearing life jackets and the younger Slobogan managed to swim to shore. He ran to a nearby house and called police.

The elder Slobogan and Cote were found unconscious by rescuers on the beach, while Linda Cote was later found in the water. The three victims, who were not wearing life jackets when found, were transported to Charlton Memorial Hospital where they were pronounced dead.

White said hypothermia was a factor in the deaths, as one of the victims had a body temperature 7 degrees lower than normal after being pulled out of the water. "It doesn't matter what you're swimming ability is" when the water is that cold, White said.

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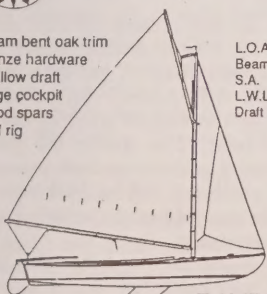
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Deserving of More Participation

The Traditional Vessel Weekend held each year at Essex (Connecticut) is really deserving of more widespread publicity on your pages and participation by small boat "Messers About".

I have attended, with my Beetle *Miriam B IV*, for the past three years and have come to enjoy the event immensely. The format includes races for large wooden yachts and small "cats and gaffers", dinners, parties with free beer, and pleasant comrades. This year the participants ranged in size from a New York 40 down to a certain Beetle. The cats and gaffers included Marshall 18's and a 15', in addition to an Americat 22, Marston 17, Mystic River Cat, a small New Haven Sharpie, a Cat's Paw Dinghy, and the cutter "Blueberry" which you featured in "Messing About ..." a year ago.

The small craft race held in the river was very interesting. We sailed two laps of a 2.2 mile course, half of which was against an incoming tide and a 15-20 knot sou'wester. The course took us around Nun "24", the windward mark, during what appeared to be the strongest tidal flow of the day and was made even more hairy by the close proximity of a very shallow mud bank and, on our second lap, an encounter with an excursion liner (as we used to call them in the old days) which appeared to tower ten stories above us!

As you may have guessed, my enthusiasm for this event was greatly enhanced by our *Miriam B IV* finishing fourth overall, first in class and receiving a prize as the first wooden catboat (this was particularly satisfying because I have just purchased a 28' plastic sloop and will be abandoning the wooden boat fleet next year).

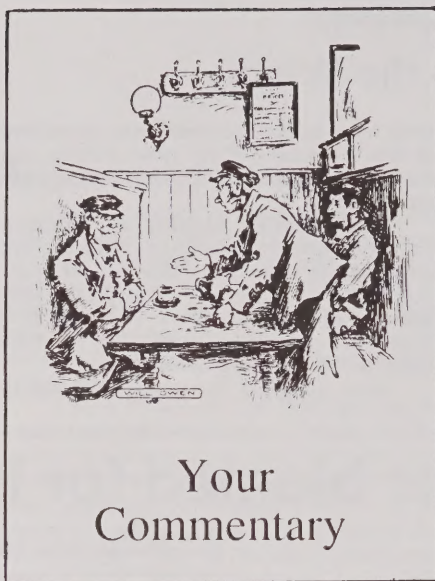
Make an effort to attend this event next year, I'm sure that you and your readers will enjoy it, although it cannot hold a candle to the Chesapeake event which you have just featured.

Joseph Tamsky, Harwich, MA

What is My Boat?

Can any reader identify this 14' fiberglass boat I bought? She is marconi rigged with a main and jib and "P4" on the main. She has a 6' beam and a centerboard.

Rich Nicoll, 577 Nortontown Rd., Guilford, CT 06437.



Your Commentary

Looking for a Pelican

I'd appreciate a contact, phone or card, from anyone owning a 16' or 18' San Francisco Bay Pelican or Islands 19, as I would like to look at the boat(s) for making plans for future purchase. If you wish to sell, all the better.

Robert Scholz, W8121 Hwy 29, #32, Shawano, WI 54166, (715) 526-9108.

What Am I?

As the owner of a kayak with a sail rig, to which I am hoping to add outriggers, my question is...Am I a paddler or am I a tri-sailer? The dilemma has torn me asunder. Chesapeake Light Craft has a nice little sailing rig in their catalog.

Neil Prince, Interlaken, NJ.

Looking for Ships Cats

I'm looking for information, anecdotes and especially sources of pictures, drawings and illustrations of cats on ancient Greek, Phoenician warships and on commercial sailing ships up to modern times, as well as French Canadian fur trade cats and Spanish cats. I will pay postage and acknowledge sources and help.

Dr. A.J. Haberle, Noank-Mystic Veterinary Hospital, Rt 215, Noank, CT 06340.

Nautical Book Co-op

For many years I have read and collected a number of nautical publications. My collection mainly consists of nautical non-fiction, specifically stories of ocean voyages shorthanded in small sailboats. I wondered if there are other subscribers who have similar interests who would like to correspond and maybe form a group for the purpose of trading, selling and purchasing nautical books? I feel this would provide an opportunity for all of us to add to our collections.

John Smolenski, 8 Lovers Ln., Grand Haven, MI 49417, (616) 846-6473.

Gridlock

Henry Szostek gave away the winning course for the Gerrish Island Race in his report in the November 1st issue. Next year there'll be gridlock behind those ledges!

Kinley Gregg, York, ME.

Tour to Brest '96

I am interested in organizing a tour group to take in the 1996 traditional boat festival at Brest in France next July, and wish to learn if any readers would care to take part.

I estimate a cost of about \$1,000 from Boston to England by jet, then to Brest by local transport, with camping the least costly accommodation there.

I am a retired banker familiar with travel arrangements, and also am a small boat nut with 4-1/2 boats built so far. The 1/2 boat is a Tom Gilmer design known as Blue Moon, an extended project now in its 8th year.

I have been treasurer of our local Traditional Small Craft Club at the Salem (MA) Peabody-Essex Institute Museum for ten years.

Preliminary indications of interest are solicited so I can determine extent of it and thus move ahead with more detailed planning.

Dave Morrow, 63 Lynnfield St., Lynn, MA 01904, (617) 598-6163, e-mail aol-MORBOATS.

Images of Small Craft

Readers might like to know of the book series, *Images of America*, published by Arcadia Publishing, 1 Washington Center, Dover, NH 03820. The books consist of collections of photographs, usually with brief historical sketches of the areas and many detailed captions.

There are images of small craft in many of the books, as well as larger vessels and the usual buildings, people and events. The book on *Old Kittery* has shots of small craft at the Isles of Shoals, including the Isles of Shoals boats depicted in Howard Chapelle's *American Small Sailing Craft*.

Even books having little to do with major bodies of water contain some surprises. There are four photos in *The White Mountains* showing small craft on the Alpine lakes.

Most of the photos are prior to World War II so are of most interest to lovers of traditional small craft.

Fourtin Powell, Rockland, ME

Off to Brazil

I have enjoyed *Messing About in Boats* while living in Woods Hole, where I have stashed a modest fleet of small boats to await my return. I hope to continue to enjoy your publication while working here in Brazil, and already have several colleagues here who are interested in getting started in messing about themselves.

I am at the mouth of the Amazon River near the city of Belem, which affords infinite opportunities to get into mischief on the water. Of course I did not move to the mouth of the largest river in the world without a boat, I've got a 28 year old Klepper that I picked up last year, refinished, and since my arrival here have fitted with a poly-tarp sloop-rig which I am enjoying immensely.

Your magazine gave the idea for this wonderful and quite functional alternative to Klepper's \$1300 setup, twice what I paid for the boat! I don't want to miss any other fun, useful ideas.

Paul Lefebvre, Ananindeua, Brazil

Star of India, Oldest Active Tall Ship in the World

She has survived mutiny, fire, collisions at sea, violent storms, being trapped on deadly reefs, and frozen in ice. She has survived perhaps the greatest danger to old ships, that of neglect at human hands.

Yet, now, at 132 years of age, the 1863 barque *Star of India* has been officially designated as the oldest ship in the world that still actively sails. Previously the oldest active ship in the world was the *Maria Asumpta* (formerly the *Ciudad de Inca*), a wooden, Spanish square-rigger built in 1858. Sadly, she was lost off the southwest coast of England May 30 when her engines failed her. She was carrying 14 people when she became caught on a lee shore and perished on the rocks of the Camel Estuary, swiftly breaking up in heavy seas with loss of life.

Star of India was one of the first ships built of iron. She was launched as the full-rigged ship *Euterpe* on the Isle of Man in 1863; just five days before Abraham Lincoln gave his Gettysburg Address. She served as a merchantman, carrying jute, emigrants, lumber, coal, wool, and a number of other cargos in her long life.

Star of India never had an engine. From 1871 through 1898 she made 21 trips around the world, each taking her around Cape Horn. She carried thousands of Europeans from England to New Zealand and Australia, calling occasionally in California during the course of these voyages.

She sailed from 1898 to 1900 in the Hawaiian trade. *Star* then worked as an Alaska Packers vessel out of San Francisco, fishing for salmon in the Bering Sea until 1923. By that time steamships everywhere ruled the sea. With few exceptions, ships like the *Star of India* faced the scrapyards.

In 1927 *Star of India* came to San Diego as the dream of a handful of civic minded citizens hoping to restore her as the core of a Maritime Museum. This dream was fulfilled in 1976 when the *Star of India* spread her sails for the first time in half a century, before an enthralled audience of half a million spectators. The *Star of India* sailed again in 1984, 1986, 1989, and twice in 1993.

As part of "America's Finest City Week", *Star of India* will sail again in 1996 bracketing the Republican National Convention on August 10th and 18th.

For more information call the San Diego Maritime Museum at (619) 234-9153.

Okefenokee Outing

Just got back from four days at Okefenokee Swamp, 32 people took part this year. More and more people are joining us on these twice a year outings. The park even let us do a sunset cruise, the swamp is even beautiful in the dark of night.

Mac McCarthy, Sarasota, FL.

Mt. Dora '95

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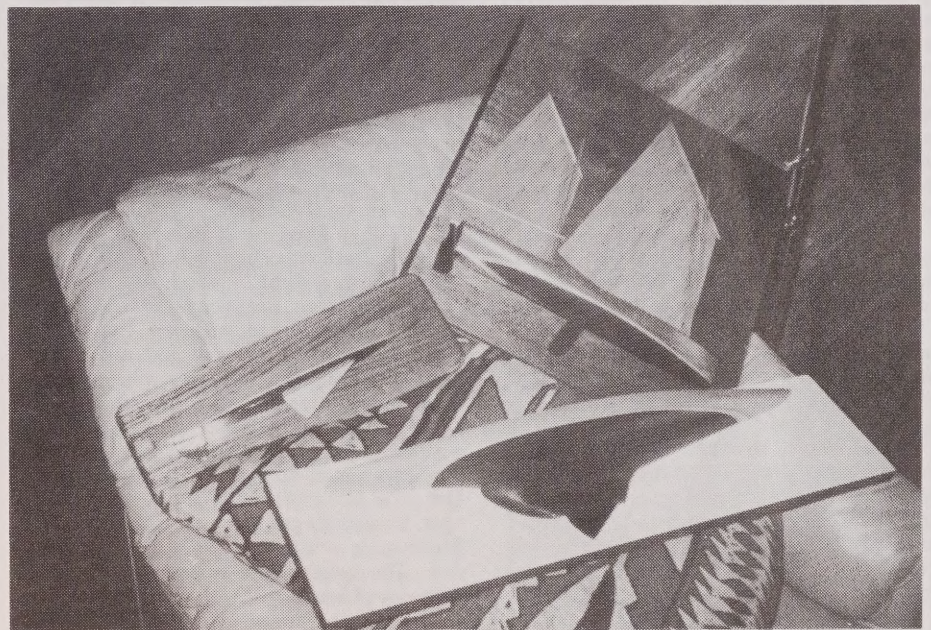
Seals Are Back,

I saw a couple of dozen seals basking on Badger's Rock between Salisbury Beach and Plum Island near the mouth of the Merrimac River the end of October. They return each October and leave us mid-April. Individual seals often follow our dory as

far upriver as Rings Island itself.

The photo, taken last December, shows the Merrimac at low tide, featuring the "humpsands".

Pike Messenger, Rings Island Rowing Club, Middleton, MA.



Love Those Sets of Lines

My hobby when not messing about in boats is half hull modeling. I love it when you print a full set of lines in the magazine. The photo above shows some of the results.

Joe LaGrasso, Fenton, MI.

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There was an early morning fog as the *African Queen* slipped quietly from shore. The no-see-ums were in a feeding frenzy. At 5:30 A.M. the only sounds from the campsite were snoring and, occasionally, slapping from those unfortunate enough to have mosquito netting woven too loosely to keep the savage creatures out. Pound for pound, these nasty little inventions of the devil must certainly be the most poisonous creatures on earth. The venom of a pound of these vermin, should it get into the wrong hands, could shift the balance of world power.

Fortunately for Jim and I, we had only a few million of the nearly invisible creatures to deal with. A few shots from an ever handy can of fly dope kept Mephistopheles's Children at bay. If you missed a spot you soon knew it. A burning, stinging pain, like the red ants of South America, would remind you that Satan's offspring had found their mark. Slapping and spraying, we slid the canoe east across the Androscoggin and into the mouth of Mollidgewock Stream.

Slapping, spraying and paddling all at the same time is a skill that must be mastered by any serious outdoorsman. To excel, however, one must also be able to manage a fly rod at the same time. The danger here is not that you might slap your fly rod while casting the fly dope thirty yards out into the water, although this is a very real possibility. The real danger is more subtle. In a moment of confusion you might, Lord forbid, get fly dope on your fishing line. Then later, when you've forgotten about the bugs and the fish are starting to bite, a big trout that would turn Ishmael's gaze will swallow your homberg and take off like a harpooned whale.

Decayed and weak from the chemical attack of the fly dope, your line snaps wickedly back into your face as Moby sounds with a farewell slap of his tail. This is one of the reasons I use a piece of ten pound test leader. By the time it rots half way through it's just about right for trout. As we entered the mouth of the stream we had managed to get fairly well organized.

I had wanted to explore this stream for several years. Every April I fish the Androscoggin for the big brown trout that lurk there in the high, muddy spring run-off. Sometimes spring comes early and I have fished on dry grass, other years in mud, and often in snow. My favorite spot is just above the Mollidgewock campground where, with rod propped on a stick

Journey of the *African Queen*

By Eric Livingstone

and hot dogs frying on the Coleman, I can look across at the mouth of the swollen stream. The fishing can be slow and the mind wanders.

I could imagine the Androscoggin was a great African river and the stream before me one of its tributaries. In my reverie I could almost see Humphrey Bogart in the *African Queen* steaming down out of the dark jungle into the safety of the big river. That stream on the far shore held mystery and promised adventure to anyone who explored it. I promised myself that one day I would.

I was again thinking of Bogey as we probed further into the deep, slow running stream. I had quit tobacco, so a slip of alder cut after breakfast as a pacifier, hung out of the corner of my mouth. I pulled my fishing hat low over one eye. I was getting into the character now. I said what I say. Short and sweet, you know. No foolin' around.

"The *Queen*," I said, "She's a bit broad in the beam. Short in the waist, too. But she cuts a nice figure through a morning fog."

Jim turned slightly. His eyes glared at me like a pair of headlights on a '36 Hudson. His voice snapped like the slide on a .45 automatic. "Are you nuts?"

Well, I liked plain talk, and there it was. The truth was out and Jim, well, we all knew he was right. I was nuts. But the *Queen*, she was gorgeous just the same. Slap! A spot missed with my can of fly spray brought me around, and not a moment too soon. Jim was mumbling something about throwing someone overboard.

Jim had the presence of mind to bring a map. Not that we were likely to get lost. You just sort of go back the way you came. But it is interesting and good practice to spot landmarks on the map and then look for them as you travel. There were precious few. The wriggling blue line on the map meandered back and forth for miles, eventually to its origin at a remote and almost inaccessible pond in Maine.

We guessed we would travel three miles as the fish swims to cover one mile as the crow flies. On both sides of the stream the map showed those funny little marks that look like tufts of grass and indicate wetland. There were no contour lines, indicating flat water and no horizon for the entire trip.

The water was low, leaving muddy banks wedged between thick alders and the stream itself. The outlet had been thirty yards wide, but as we continued the stream rapidly narrowed. The turns began to get sharp, and we worked continuously to maneuver the craft.

About two miles in we encountered our first real obstacle. We had been able to paddle right through several breached beaver dams, but this one required that we disembark and drag the canoe over the dam. There was a snowmobile bridge over the stream just above the beaver dam, and a camp in the woods nearby. This was the first of only two man-made landmarks on the entire trip.

A short while later we scrambled over a large fallen tree and came to our last landmark, a cabin completely hidden by trees. We would have missed it had we not spotted a boot print in a muddy path to the water's edge. But for the boot track the path looked exactly like hundreds of other paths we had seen that morning, all made by beavers in search of dam building materials. Stopping to investigate, we spotted the cabin. After checking our location on the map we left all sign of civilization behind and struck deeper into the swamp.

We were both soaking wet by now. The sun was getting high in the sky. The fog was completely gone and the heat of the day was on us. We didn't mind being wet. Much.

We now settled into a tedious routine. Turns to the left, then right, left, right. We swapped sides with our paddles about every half minute. The stream narrowed even more and we gave up trying to fish. We were wasting too much time unhooking flies from alder bushes. We were now focused on finding the end of this stream, or at least going as far as conditions would allow.

We knew there had to be some end to it. We felt sure there was not enough water to go all the way to Mollidgewock Pond. That would have taken days anyway and we were not prepared for more than a day long trip. Certainly at some point we would be dragging bottom, or a mass of blowdowns would stop us. Perhaps the alders would just grow in on us so thickly that we could not fight our way through them. In places we were already having to claw our way upstream. Stephen King would love this place. Imagine if the alders grew in just a bit and wouldn't let us back out.

Yet, each time we were able to paddle or pole or pull our way through. At times the bottom would shallow up so that we would lightly scrape bottom. Then suddenly the bottom would get deep and the alders draw back and we would find a wide deep pool. To a couple of fishermen these pools looked very inviting. But the quest had a hold on us now, and we were compelled to round the next corner and beat our way over or through the next obstacle.

After digging our way through a long tangle of alders, we suddenly emerged into





a wide pool about ten yards wide and perhaps twice as long. At the end was a rock terrace over which spilled the flow of water from the stream into the pool. The pool and the water terrace were so symmetrical that they almost seemed man-made, like an expensive movie star's swimming pool. We carried the canoe up and over the stone terrace and launched her again in the crushingly narrow channel above.

And always just around the next corner... Sometimes with alders clawing at my face from both sides, I stuck my five foot long paddle down into the water to check the depth, and often I could not reach bottom. Around the next corner the water became only a few inches deep, with a sandy bottom and enough current against us to make progress slow. Around the next corner the alders receded, the current slackened, and we glided across a wide, flat pool. The water had become noticeably cooler than it had been at the mouth of the stream.

It had been hours now. We were getting tired and there seemed to be no end to this. We began to look for excuses to turn back. Finally Jim said, "I haven't seen a moose yet. When I see a moose, we'll turn back." We had seen dozens of muddy tracked up places where moose had come to feed or drink. But yet, no moose to be seen.

Not ten minutes later she stood right in the middle of the stream ahead of us as we rounded one more of those endless turns. This was all the excuse we needed to paddle back down the stream. There was not enough room to turn the canoe around. Before we could organize an honorable retreat the moose stepped into the alders, paused, turned her head toward us while still chewing her noon meal. It was a beckoning look, Jim and I agreed, so on

we went deeper still into the Heart of Darkness.

The water was now getting consistently shallow. Had the water level been higher there's no telling how much further we could have gone. But with the water so low, we knew that we would not be able to navigate much further. A few twists and turns later we emerged into a sunlit open area. It was noon and hot, but a cooling breeze drifted over a beautiful grassy meadow. We scrambled up and over the low bank and out of the suffocating alders and vines. The field was dry under foot, the only really dry place we had seen since the snowmobile bridge. This seemed a great place to end our journey. We were both thankful that the moose had encouraged us to go just a bit further. It was a truly extraordinary place tucked into the middle of so many miles of swamp. It was a place worthy of a ...*Queen*.

Footnote: Mollidgewock Stream was named after an Indian woman called Molly Ocket. She lived in the White Mountain area around 1800 and there are numerous landmarks named after her. It seems she once saved the life of a Boston fur trader by travelling many miles through the wilderness to warn him of a plot by an Indian named Tomhegan to kill him. She became very well known when the saved fur trader told the story everywhere he went. Her reputation among whites was further enhanced by her successful practice of traditional Indian medicine at a time when white doctors were few and far between.

Mollidgewock Stream enters the Androscoggin River along a section known locally as the "Thirteen Mile Woods" between Milan and Errol, New Hampshire. Mollidgewock campground provides the best access to the stream.



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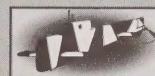
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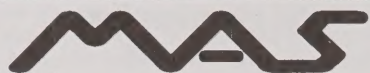
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The Wreck of the Westward Ho

By Steve Osborn

Reprinted by permission of *Shavings*, the Journal of the Center for Wooden Boats

It was a quiet Sunday morning, that first of June. Jim had sailed his Cal-20, *Westward Ho*, from Richmond to Pillar Point Harbor on Half Moon Bay on Friday. Friday had started pretty calm, but turned into quite a sleigh ride in the afternoon. He had arrived tired but happy from his first actual passage at sea. As he rounded the breakwater he thought the sun had set with the fabled green flash. "Wow! That's a good omen," he thought.

He had gone ashore and had dinner at the Seagull Inn, then anchored in the harbor for a well-earned rest. Saturday was make and mend. He slept in, finished a novel, fixed a brunch, then spent the afternoon tidying up the boat and watching the gulls harry a shoal of bait fish in the channel mouth.

He set the alarm early for Sunday. It was calm with a low overcast he figured would burn off by noon. The weather report was for small craft advisories, northwest 15-30 knots.

"Same weather I came down in," he snorted. "Enough wind to provide some fun."

He heated a can of hash, fried an egg to top it and toasted some bread. A quick dishwash, a last cup of coffee poured and he pulled the hook. The outboard sputtered, then settled down; he powered out past the breakwater, then offshore to the channel marker. By this time the wind was beginning to ruffle the water so he made sail, stowed the outboard and sipped the last of his coffee.

As *Westward Ho* beat her way from Pillar Point around Montara, the wind increased and the long swell began to build short, breaking crests on top of them. Jim took a dollop of spray in the face, which was fun; then a solid wave top soaked him to the skin. The boat was sailing steadily but needed a careful hand at the helm, so Jim reached in through the companionway, grabbed his oilskins and hauled them on over his wet clothes. That broke the wind and he felt a bit warmer.

As the wind continued to increase, the sloop lay still further over in the gusts. Jim decided to put in a reef and change jibs. *Westward Ho* became a wild thing as she luffed and fell off, the jib alternately flogging, then filling with explosive force while Jim wrestled with sticking slides and seldom used reefing lines. By the time the main was reefed, he was sweating under his oilies, with every muscle in his arms quivering.

By now, the jib had a tear in it and the weather jib sheet had parceled and served itself around shrouds, lifelines and anything else it could get a wrap on. He cast off the jib halyard and started wrestling the sail down. As he sat on the foredeck, his legs cramped and he had to flop over on

his stomach to straighten them. Jib finally down and muzzled, he began disentangling the jib sheets.

He glanced to leeward and Montara seemed much closer. *No time to dog it now, got to get the number two on her.*

He stuffed the damaged jib below, hauled out the number two bag and dragged it forward. Montara looked awfully close now. The short, steep seas were burying her bow regularly. Finally, the jib was hanked on. He bent on the halyard and sheets and hoisted the sail, the flogging sheets stinging his ears and arms as he swigged the halyard off and belayed it. He gratefully crawled back to the cockpit.

Finally *Westward Ho* was under control again! He sheeted the main and jib as closehauled as he could and once more headed north. The sea looked like curdled cream to windward but with his weight out of the bow she was shipping much less water.

Wish I'd made some sandwiches and coffee. As he cooled off from his exertions, he began to shiver. Montara was finally beginning to fall astern, but he was still close inshore, just paralleling the beach on this tack.

If I can hold this course past the Cliff House, I've got it made, I can stay inside South Shoal. If I can just keep from freezing to death!

He experimented with lashing the helm, which had worked well in calm water, but as she pitched into the seas she would alternately luff and lose way, then fall off and be knocked flat until she gained speed again. Finally, he crouched in the companionway, alternately ducking below to snatch at some dry clothes, then reaching back to grab the helm and straighten her out. It was a long process as he pulled off his oilies, stripped off his wet clothes one item at a time and then dressed.

By the time he had a change of clothes, a wool sweater and his oilies back on, he was half drenched with sweat again but, on the whole, he felt better. Using the same technique, he spread some peanut butter on pilot bread and wolfed that down, followed by a couple of cups of water.

By the time he was finished and settled back in the cockpit, *Westward Ho* seemed to be still closer to shore but she had moved farther up the coast and Ocean Beach was stretching out ahead of him. He was desperately tired now. His arms were beginning to quiver again, he was cold and wet and Ocean Beach looked like it stretched out forever. The increasing wind was laying the sloop over further and she was making more leeway.

He kept watching the seas to leeward. The breakers seemed awfully close but, if he could just go a few more miles, he would turn the corner into the Golden Gate. He began pinching her a little tighter into the wind to try to gain some sea room but the surf line kept edging closer.

Suddenly, he was startled by a loud pulsating sound behind him. He glanced up and saw a Coast Guard helicopter hovering just off his starboard quarter, pacing him.

Someone must have seen me from the shore and called them.

The bullhorn from the chopper cut through the wind: "Attention skipper. The Fort Point lifeboat is underway to your po-

sition. ETA about 35 minutes. Wave your arm if you understand. We will stand by until it arrives."

Jim waved his arm vigorously. *Thank God they're here. I'm safe!*

While his attention wavered, *Westward Ho* had edged a little closer to the surf. Now he concentrated with every fiber of his being on keeping her headed as far out as he could drive her, but inch by inch she was approaching the curling crests. As he rode over the top of each sea, he craned to see if the lifeboat was approaching. His whole life now seemed to contract to the simple goal of staying closehauled and waiting for the lifeboat. The beat of the chopper blades behind him was becoming almost hypnotic, a counterpoint to the roaring wind and the hiss of the seas as they passed under him.

There she is! He saw a dot of white ahead of him that didn't vanish like a whitecap but stayed in the same spot, just slowly growing larger. The lifeboat was rolling heavily, the seas slamming into her starboard side sending tons of spray breaking clear over her. Closer she came. With a hiss and a roar, the outermost row of breakers curled over just a few yards shoreward of *Westward Ho*.

Damn, damn, damn, hurry up and get me before the surf does!

Jim stared, mesmerized by the surf, the approaching lifeboat, the beat of the rotors and his icy fatigue.

At last the surfboat seemed to suddenly materialize, passing by to windward of him. A petty officer bullhorned him, "Skipper, lower your sails and we'll take you in tow."

The wind slammed *Westward Ho* flat as the surfboat went past. The sloop suddenly seemed to jump about 15 feet in the air; then, with a roar, the outer surf broke a few feet beside him.

I can't douse the sails here; the surf will catch me before I can. I've got to tack, tack.

He shoved over the helm and she came about, heading straight offshore. She took the seas almost dead on and she pitched heavily, riding over the steep crests. Spray flew over the weather bow continuously now. All he could think of was to get the canvas down and they would take care of him. He eased the jib sheet and started forward to haul it down. His movements were stiff and slow. He could hardly curl his fingers. Half walking, half crawling, he moved forward and reached the mast. As he struggled to get the halyard off the cleat, she took a steep pitch. He lost his hold and fell forward onto the jib. He felt himself hit the sail, then suddenly he was under water!

He surfaced, coughing and sputtering, to see *Westward Ho* sailing away from him on the port tack, heading back up the coast. A splash next to him and he saw the chopper's rescue basket approaching him in the water. He grabbed the cage and hauled himself into it. A sudden jerk and he was out of the water, being hoisted into the chopper. As he rose he saw the surfboat heading for home and watched *Westward Ho* sail gracefully into the first line of surf.

She rose on the leading edge of the wave, looking like a surfer going into the tunnel. Over she went as the sea became vertical and the crest towered over her,

curling and then breaking clear over the boat. The keel appeared in the foam, then she rolled upright without her spars, a welter of rigging and torn sails wrapped around her.

As the chopper headed for the beach, he watched the seas driving *Westward Ho* shoreward, jerking and slamming as her keel hammered the sand, then being lifted further in by the next breaker.

The petty officer in the chopper asked if he was OK. "If you are all right, we'll drop you at the beach. We have another call."

They set him down on Ocean Beach and lifted off. To the north he could see the surfboat thrashing her way around toward the "Gate" and home. A crowd of people was running down the beach with a line to try to salvage the sloop and drag her above the surf line. An old sailor with a couple of kids in tow walked up to him.

"Why didn't you tack offshore and get some sea room?" "The sea is calmer out there and you have room to maneuver."

Jim looked at him dully, then turned and walked away toward the wreck of his sloop, now nearly ashore.

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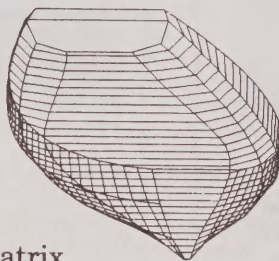
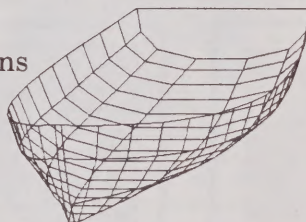
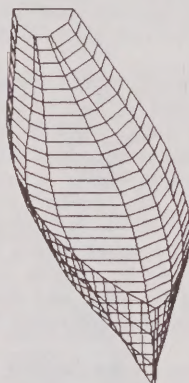
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Wetted area
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Table of design inputs

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Two Days on the Maine Island Trail

By Craig Lund

Reprinted from the *Paddler*, Newsletter of the Rhode Island Canoe Association.

Before last weekend, I considered the Maine Island Trail a congested kayak superhighway. Overnight camping, I thought, must be an elaborate game of musical chairs where boaters rush to claim island campsites before they are all gone. I was wrong. I spent Saturday night (June 24) on an island. I had a great time and the island to myself.

My trip was a last minute decision (my wife and daughter promised to babysit a friend's children; thus they suggested I somehow "entertain" myself). I decided to brave the southern section of the Trail, the section of the trail within easy driving distance of Boston.

I left the State of Maine's Buttermilk Cove boat launching ramp at 10:20am on a Saturday morning. I was embarked on a 23.6nm circumnavigation of Sebascodegan Island, a trip that would bring me to five of the Trail's 80 islands. I was immediately struck by the volume of undeveloped coastline and the total absence of "no trespassing" signs. It was exceptionally calm and quiet. An occasional fishing boat was my only company.

Within a mile, I encountered a small island with a bald eagle's nest. I watched the eagle for a minute or two through binoculars and then moved on.

I had lunch on the Trail's Strawberry Creek Island in Harpswell Sound. Strawberry Creek is a beautiful one acre island that apparently sees few visitors. Its campsites were overgrown. Like most of the islands in southern parts of the trail, a few houses are visible from Strawberry Creek. However, the campsites are hidden inland and felt very private.

I continued onto Raspberry Island in Quahog Bay. To get there, I took the short-cut under the Route 24 bridge and into Gun Point Cove. Light fog appeared as my journey brought me into the colder waters near the open ocean.

At this point I paddled by a seal colony. Curious heads surrounded my kayak as I watched the beached members of the colony. Unfortunately, a powerboat emerged from the fog to zoom towards the rocks and scramble the animals ("look daddy, seals!").

Visibility remained at about 1/2 mile all afternoon. Thus, I had no difficulty finding Raspberry. I arrived at 2:10pm after 8.3 miles of paddling, and setup camp. I left room for the countless hordes I believed would arrive throughout the afternoon.

Campers did not arrive. The only visitors I had Saturday afternoon arrived in a small powerboat. A middle aged couple escorted three young women onto the island. The young women were dressed like fashion models ready for an evening out,

very short, tight dresses with panty hose and heels. They explored the island for about 10 minutes and then jumped back into their boat. Unfortunately, their outboard would not start and they waited at anchor for about half an hour until help arrived.

The water temperature at 3:30pm was 66°. The air temperature was 63. My evening was peaceful and quiet. I made a Japanese Soba noodle soup from scratch and read a book to pass the time. By nightfall I found myself a little lonely so I telephoned my wife and daughter before going to sleep early (a cell phone is an amazing gadget). Raspberry is one of the Trail's private islands. I thank the owners for their generosity.

I awoke Sunday morning to dense fog. I could not see the hundred or so feet to the next island. I left Raspberry at 7:00am navigating by compass 2.3 NM to Little Swan island.

As I moved away from the ocean, the fog lifted a little. Little Swan proved exactly the congested nightmare I feared would characterize the entire Trail. Some kind of sailboat rendezvous was underway. The island was covered with tents, camp fires, people, dogs, and crying children. I left immediately.

Basin Island was my next goal. It was 6.8nm away through dense fog and some open ocean. I made a critical navigation mistake early, I stored my binoculars and compressed air horn on the kayak deck near the compass. The resulting compass error really confused me. A shipwreck helped me discover my error.

As I paddled in the fog near the head of Ridley Cove, I was a little frightened to suddenly see the huge mast of a sailing schooner emerge from the mist. The mast, complete with crows nest and remnants of rigging, loomed straight up from the ocean. The schooner's hull was completely covered with water, except for a small portion of the rudder.

The wreck is on the chart. Its unexpected appearance caused me to discover my compass error. The unexpected surprise also brought ghost stories to mind for the next hour or so.

I continued on towards the ocean. The swells were tiny (the weather radio claimed they were two feet). However, in the fog, the boom, boom sound of even tiny breaking surf can play on the imagination. At the same time, the sound of planes from a nearby naval air station added thunder and lightening to my daydream. However, my

nervousness lasted only a few minutes. I had no real reason to fear the ocean.

I arrived at Basin Island at 11:10. The Basin is a protected, beautiful and wild setting. I did not land and explore because several osprey nest on the island. Instead, I watched the birds while I sat in my boat eating a PowerBar. I may come back in the off season to camp.

The fog lifted as I left The Basin. A hot, clear 80 degree afternoon made my dry suit a little uncomfortable as I headed up the New Meadows River towards Merritt Island. However, a 15 knot breeze quickly built which cooled me off and pushed me along. Merritt is another one of the Trail's private islands. It is an undeveloped haven in a built up portion of coastline.

I encountered a pair of kayakers at Merritt. We waved and then landed on different sections of the rather large island. It was 12:43pm.

Thunderheads building on the horizon pulled me off Merritt before I could explore. However, I managed to find time for my civic duty as a member of the Maine Island Trail Association. I collected a half bag of trash from the shoreline to bring home.

It was only 2.4nm back to the boat ramp. Getting my kayak under the bridge at Gurnet Strait proved exciting. The current was against me and strong enough to form standing waves under the bridge. To get under, I needed to probe the flow for the weakest point and then paddle like mad for about five minutes (to travel only about 40'). It was exhausting and exhilarating.

I was changed and into my car by 3pm. And yes, like everyone else, I stopped in Freeport on the way home to look around the Patagonia Outlet and L. L. Bean.

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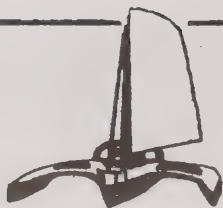
"I can't tell you how much I enjoyed building your Queen Charlotte kayak. I am a complete klutz when it comes to building things. As a youth, none of my model planes or ships ever came out right. Not so with your boat. You are a genius. All the parts fit, the directions were - as advertised - clear and easy to follow. If I can build your boat any one can!"
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Marples 3-Meter Constant Camber Trimaran

By Dale Niemann

On Easter Sunday I launched my Marples 3 Meter constant camber trimaran. It had been an on again, off again, effort over two years.

To build a constant camber boat, first one must build a mold. It must be carefully made because the final shape of the hulls comes from it. The hull panels are made of three crossed layers of western red cedar laminated with epoxy using a vacuum bag. Each hull is made by stitching and gluing sections cut from these panels together.

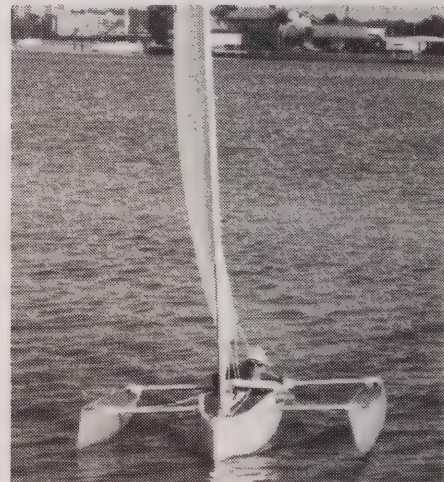
Marples' plans provided everything I needed to build the boat, but a more extensive materials list would have helped. I spoke to him several times during construction and he was very helpful. He also put me in touch with the Northwest Multihull Association, whose newsletter is very helpful.

This trimaran is a very sophisticated boat for only a 10' length and 8' beam. It has a mainsail and a spinnaker, a downhaul, outhaul and boom vang. All controls are handled from the cockpit including steering by foot pedals. Leeward drift is controlled by a daggerboard. An excellent kick-up rudder is fitted.

This boat is not an easy boat to build but its beautiful lines have attracted compliments and the result is worth all the effort. Marples also offers the Sea Clipper 10 version (opposite page) that is built stitch and glue from plywood, which should be much easier to build. The folks in Seattle have told me that the plywood version's performance is about the same as the constant camber one.

I will be happy to communicate with any readers interested in building one of these fun boats.

Dale Niemann, 177 Devon Dr., Clearwater, FL 34630, (813) 442-2079.



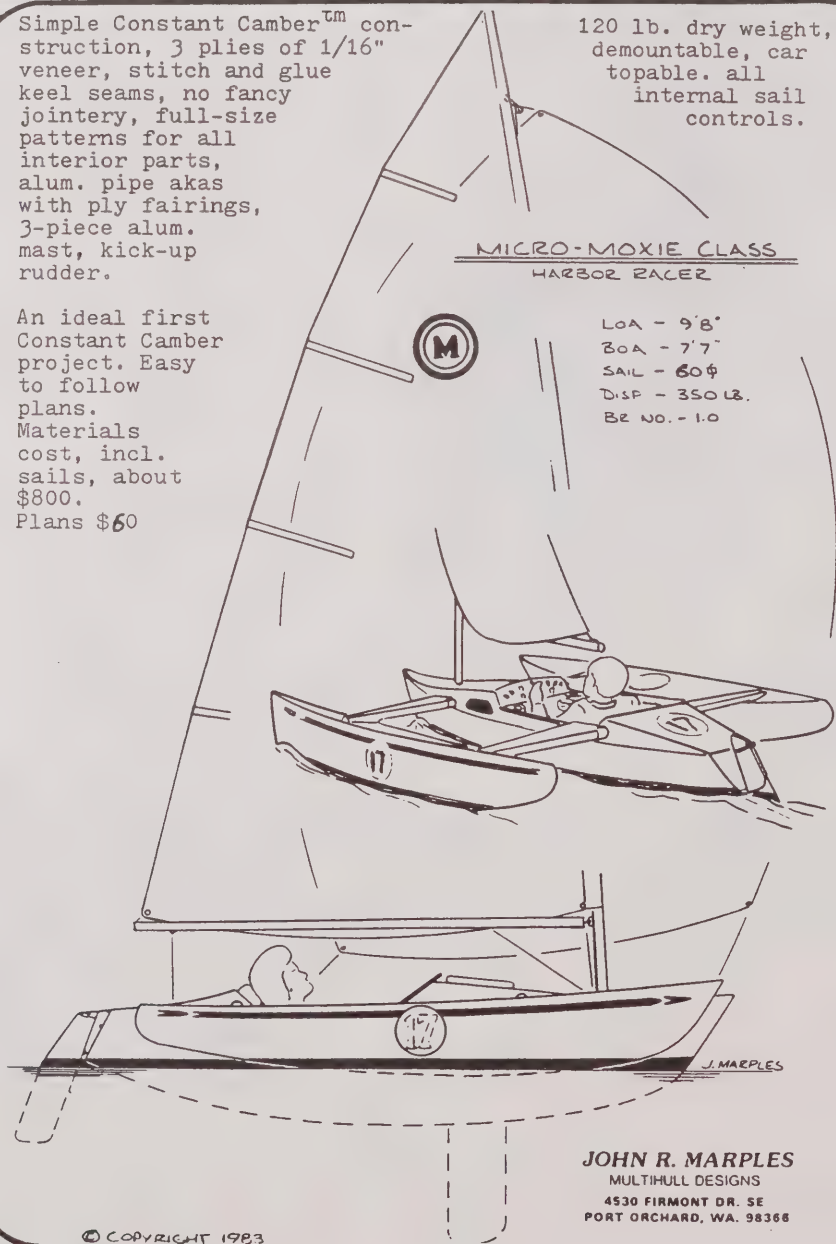
Simple Constant Camber™ construction, 3 plies of 1/16" veneer, stitch and glue keel seams, no fancy joinery, full-size patterns for all interior parts, alum. pipe akas with ply fairings, 3-piece alum. mast, kick-up rudder.

120 lb. dry weight, demountable, car topable. all internal sail controls.

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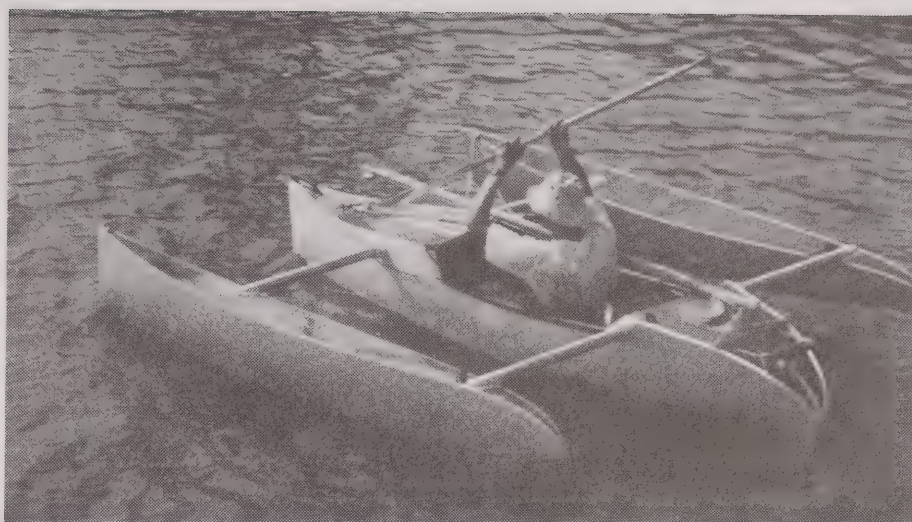
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BOA - 7'7"
SAIL - 60¢
DSP - 350 LB.
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The International 3-Meter Association

3 Meters are turning up all over the country. We have reports of them in Southern California, Florida and Tennessee. They are a wonderful building project. If you are considering building a big boat, try building a small one first. It will let you know if you like the process and let you practice the skills you will need.

It is also a great way to learn to sail or hone your existing skills. There is a lot of real sail trimming involved in sailing well.

Racing is a really good way to test your skills. Racing 3 Meters is simple and fun. You get to compare techniques with other sailors and great practice.

Remember, the 3 Meter Association is a member of U.S. Sailing Association and is a real one design class. Keep your boat within the class rules and set up your own racing fleet. It takes 3 boats to compose a fleet and we would love to add to our list of fleets.

As a matter of fact, we would love to hear from you no matter what you are doing. If you are just getting started, maybe we can put you in touch with someone in your area. If you have technical questions, we can probably answer them. If you want to register a sail number or a fleet, call or write us. And send us pictures, we'd love to see your boat!

Here are some names and addresses which may be of interest to you:

Seattle 3 Meter Fleet Captain: Wayne Brickson, 525 N. 190th, Seattle, WA 98133, (206) 546-5430.

Sail Number Registration: David Vinson 11323 Vashon Hwy. S.W. Vashon Island, WA 98070, (206) 567-6253.

Sail Supplier: Shore Sails (they have sails on the shelf), 1900 N. Northlake Way, Seattle, WA 98103, (206) 632-5753.

We urge you to join the 3 Meter Association and your local multihull organization and support the development of this great one design class!

Simple plywood, flat bottom construction, stitch and glue keel seams. No fancy joinery. Full size patterns for all hull sides and bulkheads. Aluminum pipe cross tubes, alum. tube 3-piece mast. Optional kick-up rudder.

An ideal first project. Easy to follow plans. Est. materials cost \$800 (1989) incl. sails. About 100 hrs. completion time.

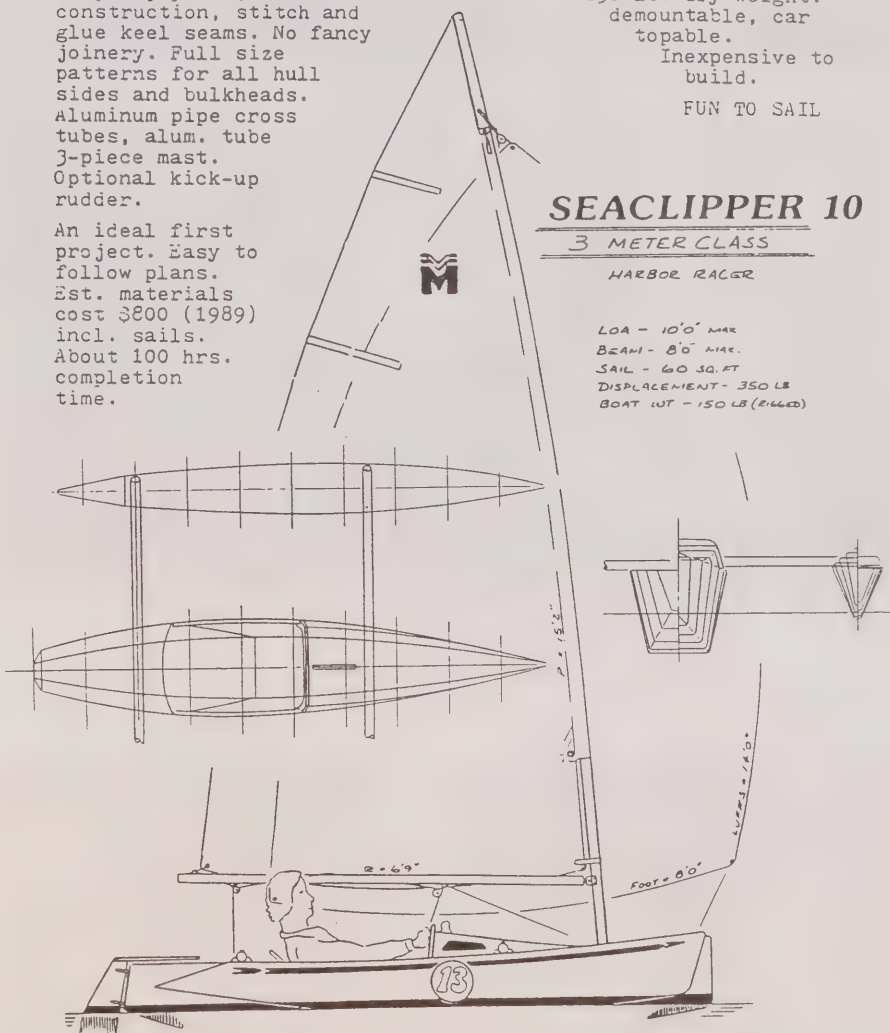
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3 METER CLASS

HARBOR RACER

LOA - 10'0" MAX
BEAM - 8'0" MAX.
SAIL - 60 SQ. FT.
DISPLACEMENT - 350 LB
BOAT WT - 150 LB (E440)



DESIGNED BY

JOHN R. MARPLES
MULTI-HULL DESIGNS
4530 FIRMONT DR SE
PORT ORCHARD, WA 98366

International 3 Meter Multihull Racing Class Rules 1993

Intentions: To establish general rules and specifications for a low-cost, car-top-pable, owner-built, one person, un intimidating, high performance small boat class. The design is open, with perimeters listed below, and is described as a lake and harbor racer. The class hopes to encourage participation in design, construction and sailing by persons of all ages.

Class Type: Developmental design, open to all vessels within specified size, weight limits and acceptable construction materials.

Specifications:

Boat Type: Unrestricted sailing design.

Maximum Length: 10' or 3m, excluding rudders.

Maximum Beam: 8' or 2.44m.

Maximum Sail Area: 60sf or 5.57sm, identical sails as outlined on class sail plan. Mast chord, 3" maximum.

Minimum Weight: 380lbs or 172kg, boat and crew total.

Ballast: None; excepting weight added to achieve minimum weight, must remain fixed for duration of race.

Safety: PFD and paddle are required.

Materials: No exotic materials are to be used in the sails, spars or rig hardware (exotics: mylar, kevlar, carbon fiber or titanium).

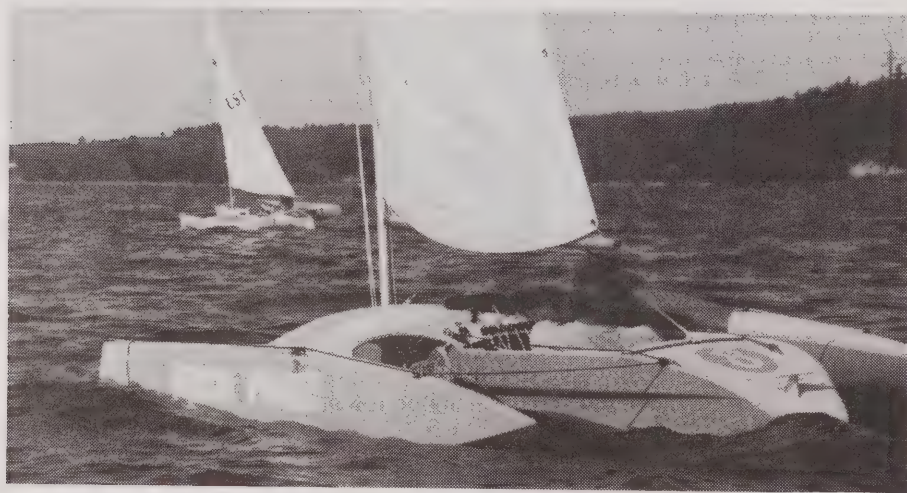
Hiking: No hiking, crew must remain in the designated crew position.

Instruments: No instruments, except standard flow compass, sparflies and tell-tales.

Repairs: No repairs after weigh-in on race day.

Protests: Boats may only be protested for violation of these rules or safety. If protests occur, the race committee plus racers will vote on allowing the protested boats to race. Simple majority carries the vote.

Class Administration: Northwest Multihull Association, P.O. Box 70413, Ballard Station, Seattle, WA 98107 or David Vinson, Rt.1, Box 702, Vashon, WA 98070, (206) 567-5253.



Build Blues Trio

By Dennis Davis

Blues Trio is intended as a solo sailing boat for all ages but may be of particular interest to those who are unable, or disinclined, to sail a conventional multi-hull or mono-hull which may require some nimbleness. Blues Trio provides a stable craft in which the crew can sit in some comfort without any need to move, other than possibly sliding backward or forward, and even this is not essential, especially with the wing sail shown.

Blues Trio can be built to conform to the US International 3-Metre Multihull Class outlined in this issue.

Three sheets of drawings are provided which give full size half templates for transoms, bulkheads and the rudder head; the general arrangement of the vaka (main hull) and amas (outriggers) together with the plywood layouts. On the third sheet are the sail plans for Bermudan and wing sails, including the shape of the ribs for the latter; details of the daggerboard case and the rudder with a suggested method of steering.

Full building instructions are included along with a materials list, and the designer is always prepared to answer specific queries which may arise on receipt of a SAE, or two International Reply Coupons from overseas.

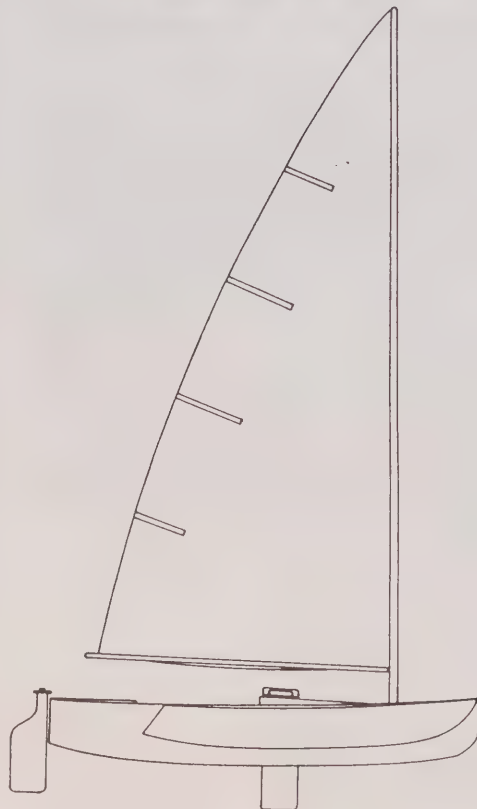
The construction method is compounded (tortured) ply to produce round bilge hulls using 1/8" (3mm) thick plywood with 3/16" (4mm) ply for the transoms, bulkheads, daggerboard case, rudder, and floorboard. The amas are attached to the hull by a pair of supports (akas) which may be 2" (50mm) diameter plastics drain pipe, aluminum tubing, or made up from timber and/or plywood.

The Bermudan sail can be home-made, or if you are not concerned with staying within the 3-Metre Rule a Laser Radial sail could be used which is a little larger than 60sf. Specific details on making the Bermudan sail are not given, there are some good books on sail making if you are tempted. It is, of course, possible to utilise any suitable sail of about 50-60sf. Bear in mind however, that multihulls do impose more strain on their gear than does a monohull, which can heel to gusts.

The wing sail is intended to be home-made, being a simple sleeve with a shaped top gusset which slides over the mast and ribs. As the wing sail is partially balanced the sheet loads are very light so no blocks are required.

While no previous boatbuilding experience is necessary, building a trimaran is a more time consuming project than a monohull. Some aspects of fitting out Blues Trio are left to the individual builder's choice, for example, fittings for the Bermudan rig and the alternative methods of arranging the steering.

Transporting the Blues Trio is no problem, it fits easily on to a normal roof rack.



Specifications:

LOA: 10'0" (3045mm)

Beam Overall: 8'0" (2440mm)

Hull Beam: 30" (760mm)

Sail Area: 60sf (5.57sm) Bermudan or 40sf (3.72sm) wing sail.

Plan Price: \$56 US, including postage.

Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.

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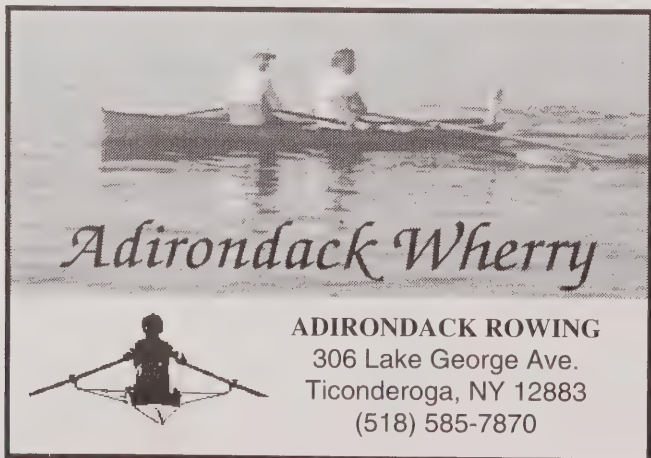


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Super Pelican "Yangtze 18"

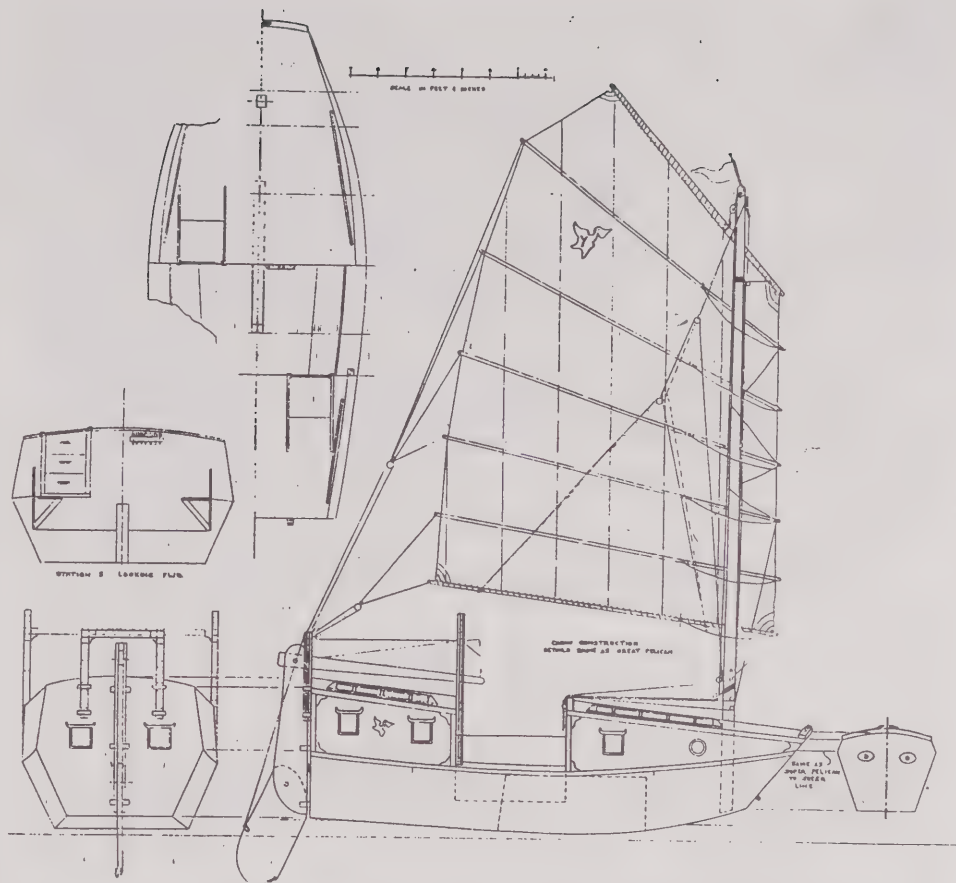
By Muriel Short
Designed by William H. Short
Plan Drawing by Richard B. Campi
Length 18', Beam 8'

"Yangtze 18" essentially is the hull of a Super Pelican with a Chinese-type superstructure and a junk rig sail. She carries a 200-300lb lead "shoe" on the aft lower corner of the swing keel and water ballast as supplement. The swing keel and rudder are retractable.

It's a natural progression for the 18' Super Pelican to develop into a cruising pocket junk. Thus, East meets West in a practical combination of time-tested features; sampan bow, flat bottom, and Banks dory generous flare and topsides.

The prototype is the San Francisco Pelican 12' designed in 1959, and a registered One-Design Racing Class using the standing lug rig. Her larger sisters combine the same seaworthy features. The junk rig sail is an optional choice for use on all sizes, but in officially sanctioned races, the San Francisco Pelican 12" must use the standing lug rig as per specifications.

The Yangtze 18' Pocket Junk is an interesting variation of the basic design, a colorful addition to the Pelican family. Builders would need the complete set of construction plans for Super Pelican 18 and an extra sheet of drawings and sail plan to convert to the Yangtze 18.



Changing the Design

By Greg McMillan

In an article he once wrote, Jim Michalak commented that he was seldom satisfied for long with any boat he had built but, after using it for awhile, would want to make some changes in the design. So, I felt no hesitation in changing his design of the Roar 1 to suit my ideas.

In my first trial rows with the Roar, I was very pleased. It was a sweet rowing boat, with or without a passenger. I had just sold my Whisp because, while nice to look at and acceptable to row, the Whisp became a beast when a passenger was added. The transom would then sink down into the water and make forward progress painful.

Initially, I had followed Jim's design and fastened my thwart pieces to the top of the gunwales but immediately ran into problems when I pushed the boat up on the roof racks from the rear. The thwarts would catch against the roof brackets and require me to bounce the boat about to get the thwarts past the brackets. So I mounted the thwarts inboard of the gunwales which also looks much better. I cut a curve in the forward thwart to allow room for the rower in the forward position to lean back. Looks good, too.

Jim is big on short oars, mounted on the gunwales. I am convinced, however, that one can really gain in efficiency by mounting the oarlocks or tholepins outboard of the gunwales, which makes possible the use of longer oars. The photo shows how the brackets I made from 1/8" aluminum increased the oarlock beam from 44" to 52". I am very satisfied with these.



With square oars located against thole pins (3/4" dowels) by ropes, the oars always enter the water at the right distance and angle. While this prevents me from feathering the oars, I follow Andy Steever's advice and carry a pair of smaller oars for serious upwind rowing.

Jim recommended a box to sit on and fastening cleats against the boat sides for foot support. I like my arrangement much better. By running two 1"x 3" s from the ditty box seat out to a foot rest, I have much better support and can easily remove everything when I am ready to cartop the boat.

I had done these modifications some time ago but was still unhappy with the boat because its high sides made it very subject to wind interference. After one recent windy row, I decided to solve the problem. I put the boat up on sawhorses and with a piece of 2"x 4", I marked 3-1/2" below the gunwale, took my skill saw in

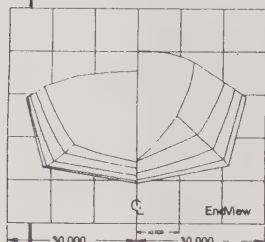
hand and cut more than four inches off the sides. I then trimmed the cut-off pieces from the gunwales and remounted those.

Wow, what a change! A crosswind has much less influence. Because of the lower sides, the seat is necessarily made much lower, which increases the stability substantially. And what a difference in performance! Because the oars are now positioned lower, they enter the water at a more efficient angle and the boat really scoots.

But maybe best of all, the boat looks so much better. The usual comment from observers about the old Roar was, "Did you make it yourself?" a dead give-away as to their opinion of the boat. Now, instead, I frequently receive compliments on the boat.

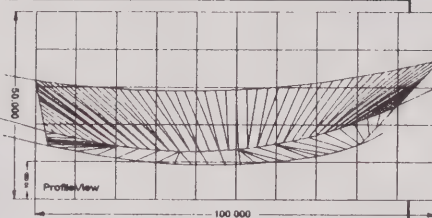
Quite a series of changes. Really a different boat now. I think that I am entitled to change the name. How about Howl instead of Roar?

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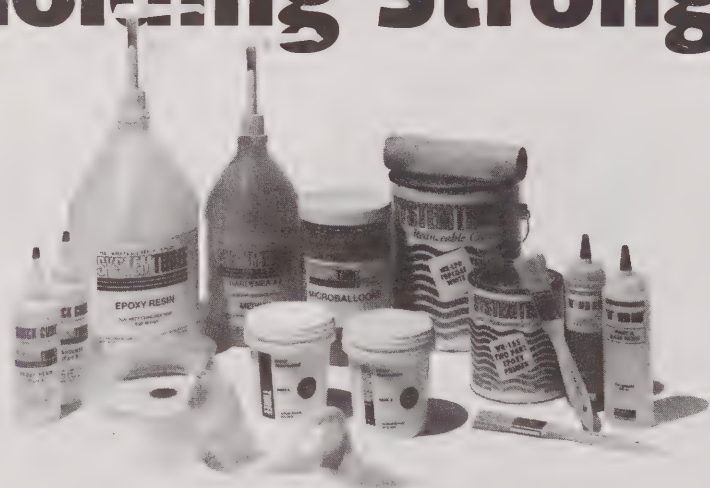


BtDzn works within EasyCAD to help you design hulls for sheet materials such as plywood, steel, or aluminum. Create multiple panels then generate 'ruling lines' to define panel surfaces. Test 'developability', then un-spring panels to accurate flat shapes.

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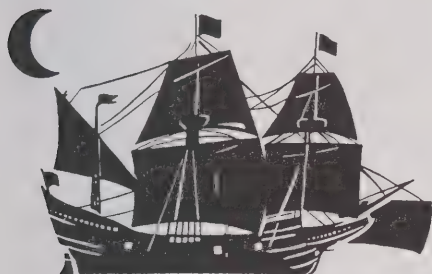
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About Halve Maen

By Mark Fisher

We were charmed by the quiet shot of one of "our" ships on the October 15th issue's cover. The story was enjoyable as well, bringing us your wry view of a ship we've known in other ways.

We had been wondering all summer what the *Halve Maen* was up to, as Nick Burlakoff, the Director of the New Netherland Museum, owner of the ship, had told us he was planning to be in Washington by summer's end.

We are enclosing a copy of the standard *Halve Maen* handout for your information. She isn't plank on frame, as I recall, but is a stripper with "plank" veneer on the outside, and epoxy/oak laminated frames. To my knowledge, the *Halve Maen* was a project of Nick Benton, a rigger who was killed working on *Victory Chimes* about six years ago.

From the Brochure:

"The original *Halve Maen* (or *Half Moon*) was built in 1608 by the Dutch East India Company, which chose her for Henry Hudson's third exploring voyage in 1609. Hudson contracted to search for a shorter trade route to India and China by means of a Northeast Passage around Norway and Russia. After the *Halve Maen's* route was blocked by Arctic ice floes, Hudson changed course and proceeded westerly across the Atlantic Ocean in search of a Western Passage.

The *Halve Maen* lost her foremast in rough storms during the Atlantic crossing. After her mast was replaced on the Maine coast, the *Halve Maen* sailed southward as far as North Carolina's Outer Banks. Turning northward, Hudson explored the Delaware Bay and the river that now bears his name.

Hudson's 1609 voyage with the *Halve Maen* was part of the Netherlands' attempt to gain control of the spice trade between Asia and Europe. The inadvertent exploration of the coast of North America by Hudson gave the Dutch a claim to the territories that became their colony, New Netherland.

After recrossing the Atlantic, the *Halve Maen* was seized by the English at Dartmouth. She was not returned to the Netherlands until the following year. The *Halve Maen* later reached the Indies by following the longer, traditional route around the southern tip of Africa.

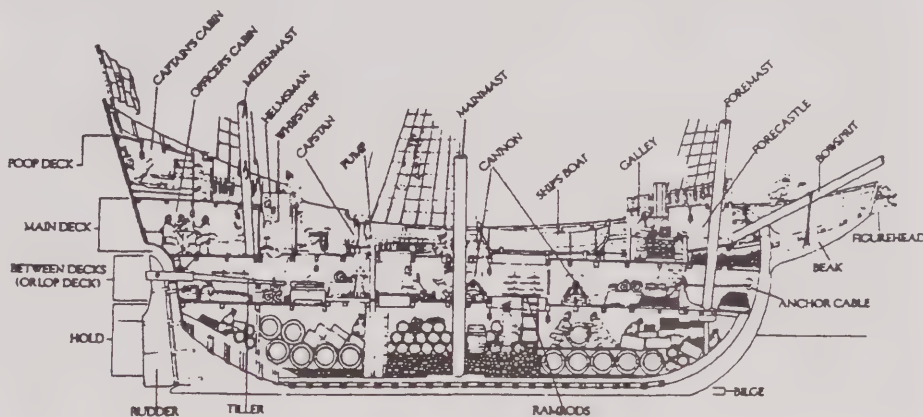
The *Halve Maen* was last heard from in 1616 at the island of Sumatra, part of present-day Indonesia. Her voyages of exploration made her one of the most-traveled ships of her day and one of the best known ships in the world today. Her 1609 voyage led to the Dutch founding of "Nieu Nederlandt" in 1614, comprising the present states of Connecticut, Delaware, New Jersey, New York and Pennsylvania.

The *Half Moon* (*De Halve Maen*) replica was launched on June 10, 1989, to draw attention to the Dutch role in exploring and colonizing America. The replica was built over a year's time at the Snow Dock in Albany, New York.

The *Half Moon* replica is based on careful historical research of hundreds of documents of the Dutch East India Company, including the resolution of 1608 ordering her construction, in addition to the detailed log of her 1609 voyage of exploration, kept by crew member Robert Juet.

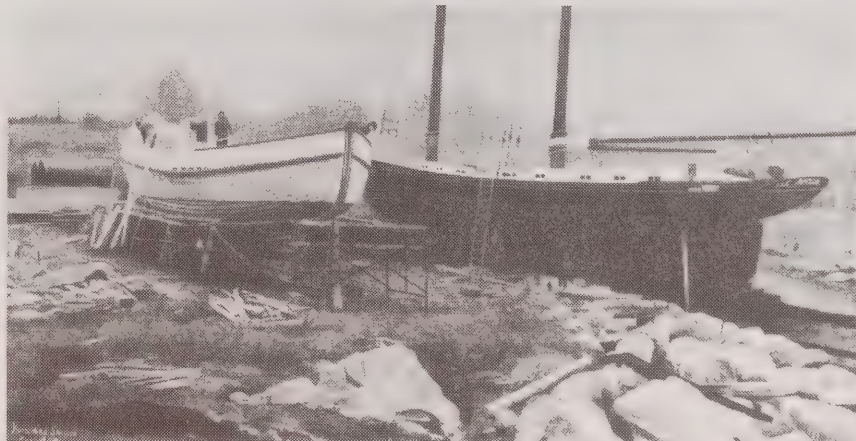
Henry Hudson's *Half Moon*, her cabins and decks furnished authentically with sea chests, weapons, tools, navigational instruments and trade goods, takes you back to the "Age of Exploration". Friendly staff in 17th century costume tell you about life on board and answer your questions as you tour the ship.

Our replica *Half Moon* is the first exhibit of the New Netherland Museum. Our mission is to expand awareness of 17th century maritime exploration and life in the New Netherland region. The ethnic and religious diversity of New Netherland was to become a major characteristic of the United States of America."



Hull length	84.5 feet	Draft	8.3 feet
Deck length	65 feet	Displacement	130 tons
Beam overall	17.3 feet	Main mast	78 feet
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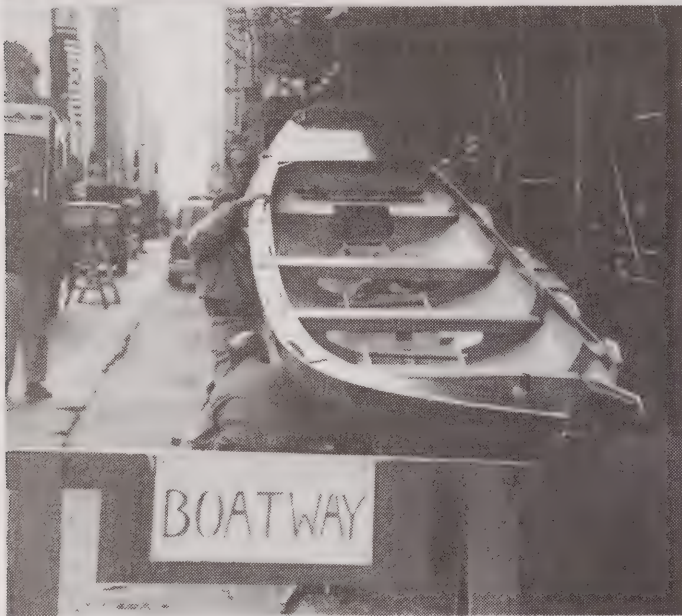
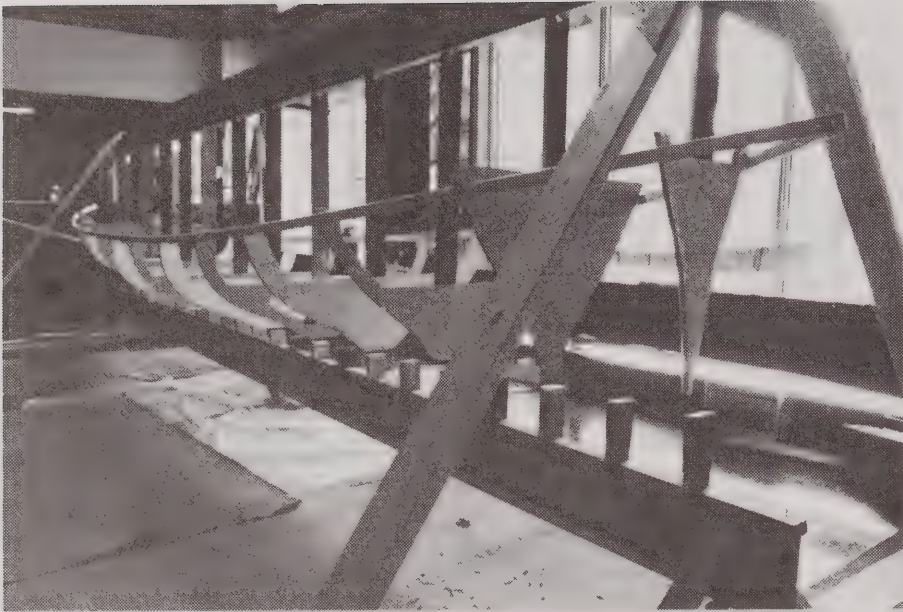
Rick Whyman, 2916 Whitehaven Rd., Tyaskin, MD 21865
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Another Gig from Floating the Apple

Another 25' gig is afloat in greater downtown Manhattan as *Libbet* is launched. Don Betts' photos bring us the concluding stages that follow on from the beginning frame up.

A fifth gig is presently being built by a group of high school students, and a sixth will be built during two 40 hour boatbuilding courses being offered this winter, running from December 27th through January 14th. If you are interested in taking part in these, contact Floating the Apple, 400 W. 43rd St. #32R, New York, NY 10036, (212) 564-5412.

From top: Frame up in the 42nd Street Boatshop. Outside on 42nd Street, *Libbet* is launched on the "Boatway" and trundled off to the 44th Street launching site, where she's readied for her first sail.



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Clam Skiff Finished

My Bolger Clam Skiff is now completed. I fish Smith Mountain lake in Virginia and this boat is perfect for the job. I have set it up to fish for fresh water stripers using live bait and four rods. Some people here have been catching fish in the 30lb to 40lb range. The talk is that there is a 50 pounder in the lake somewhere.

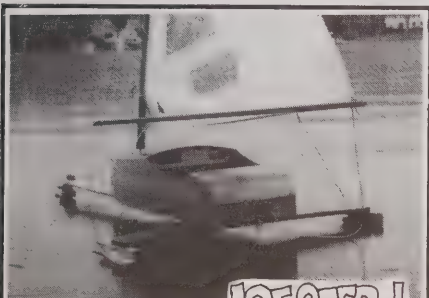
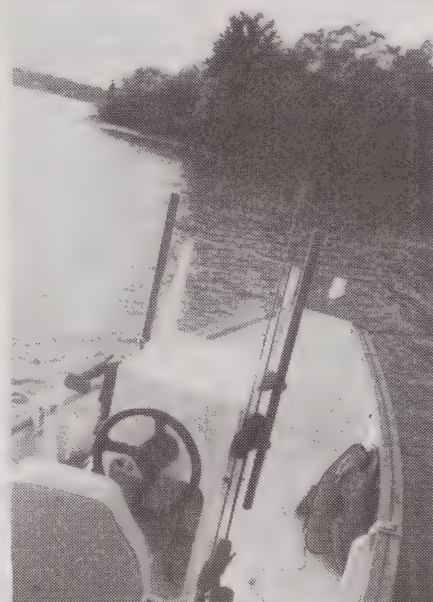
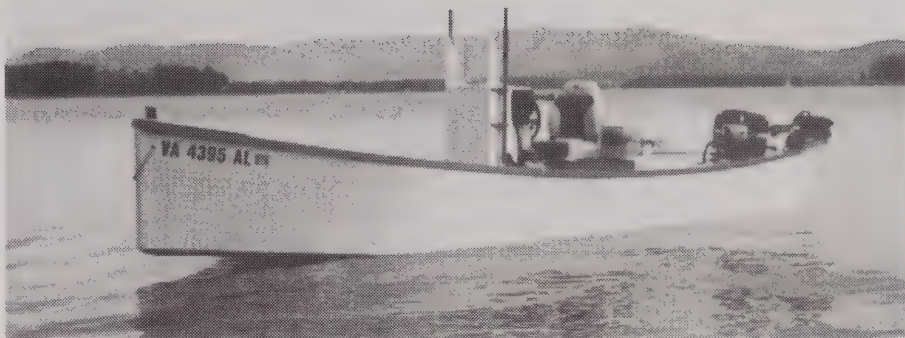
The boat performs flawlessly propelled by a 35hp Mercury, planing at about 1/3rd throttle. When it pounds in choppy water I just slow down. It took three months to complete the boat using 15 sheets of 1/2" ACX plywood, 10 gallons of epoxy, 10 ounce fiberglass cloth on the bottom and 6 ounce on the sides. Complete cost came to \$1,000.

I installed screw-out plates in the flotation chambers for handy storage, with 1/16" holes drilled in the covers to keep air pressure buildup from heat from blowing the seams. I designed the bow flotation chamber into a seat. The seat behind the console has a hinged lid providing more dry storage. Closet rod grab handles on either side of the console provide handholds for moving about underway.

Boat, motor and trailer come to about 1,000 pounds, making it an easy tow with my 6 cylinder truck.

I've built seven Bolger boats, and every time I put another in the water the feeling is just like the first time, great.

Steve Krzysko, Salem, VA.



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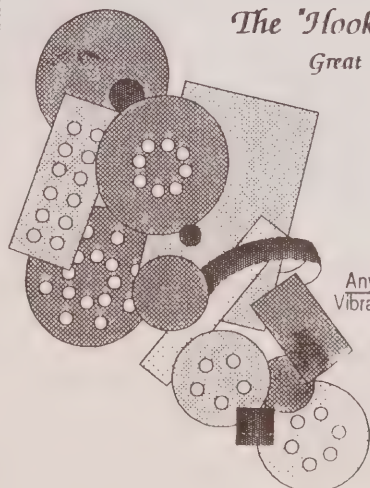
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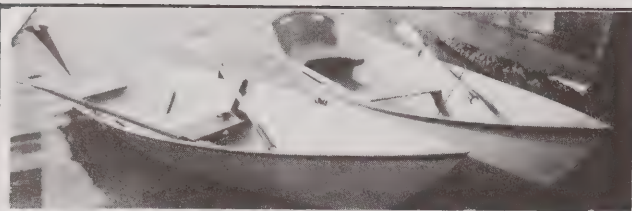
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My First Venture in Boatbuilding



By Bunny Fernald

My family was amongst the early pioneers who travelled to Florida seasonally to escape New England winters. Reading through my mother's diary of one of our earlier trips I realized that travel was quite difficult in the Model T Ford and an open Oldsmobile. On one of these trips in the early '20's I was born.

When I was in grade school my folks purchased a home and dock at 27th Street

in Pass-a-Grille, Florida. During the winter months my father ran an excursion boat from our dock to Shell Island, a barren key just off the southern tip of Pass-a-Grille. The boat ran every hour on the hour and for 25 cents round trip shellers could stay out as long as they wished. People would line up early for the first trip of each day so they could get the first pick of the shells that washed up during the night. I would often ride that first trip before I had to bicycle down the beach to school.

My folks were of moderate means but we lived in a well-to-do neighborhood. The house is still there next door to the estate owned by Busch of Budweiser. I was envious of my friends at school who all had expensive sailboats. We couldn't afford one so my father and I decided to build one.

My sailboat was born from a former road sign. It was of metal and rectangular in shape. My father cut out a transom of wood. One end of the sign was then bent around it, bedded and securely nailed. A stem was carved and the other end of the sign bent up like an envelope and secured to it. We then ran wooden strapping from stem to stern forming the inner and outer gunwales.

Blocks and thole pins were added port and starboard and at the stern. Leeboards were made and hung from both sides. A simple mast was made, and a sail made from a sheet and she was ready. One of the handmade oars doubled as a rudder through the thole pins on the transom. *Puddle Jumper* was painted on the transom.

The launching was a success and I got as much pleasure with her as my friends did in their fancy craft. In fact, many a time I got to trade boats so they could try out my new toy. The mast lifted out easily and with the oars I could explore the many nearby mangrove islands. They were dotted with all kinds of birds and an occasional racoon and, I suspect, a few snakes. One island we called Bird Key had hundreds of birds flocking there to perch for the night. Today, I am sorry to say, those islands, except for one tiny one, have been lost to fill. The wildlife is gone and the former islands are now dotted with luxury homes.

I still think of the fun I had exploring in that little boat. One island had a circular lagoon in its center. I could enter this by ducking under a bush and be in a world of my own. In there I would gather certain shells that my mother would sell in her shell and gift shop. Today I own a home just down the bay from where my first boat took shape.

I didn't know then that boats were in my blood and would become my whole life. I eventually became president of the HiLiner Boat Company, building hundreds of fine mahogany runabouts. After leaving the U.S. Navy in 1946 I established Fernald's Marine on the River Parker in Newbury, Massachusetts, where today my sons and I still carry on a family boat business, stocking hundreds of canoes and dozens of small sailboats. And it all began with that first ever boat built from an old highway sign!



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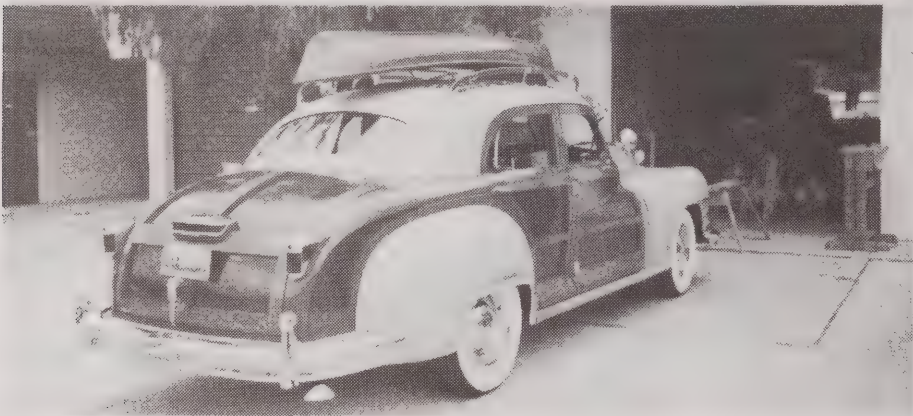
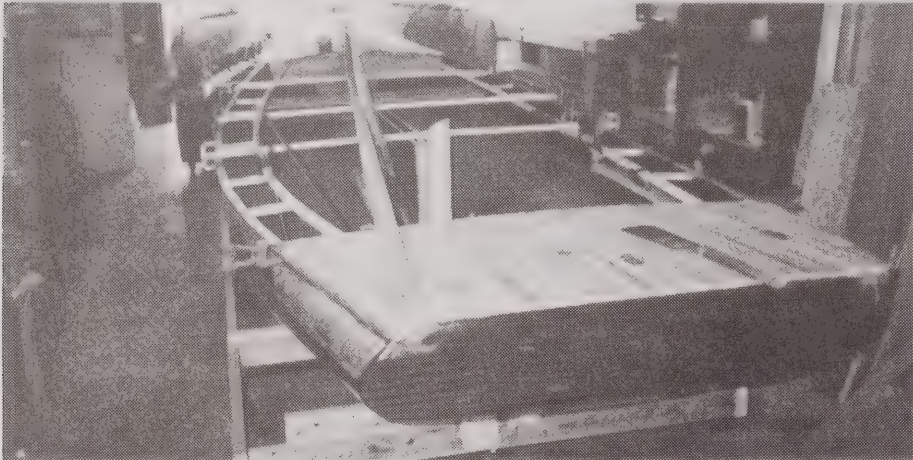
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We are now offering this traditionally designed ice boat with origins from Great South Bay, Long Island, NY. Up to three people can sail her by trimming the jib and main, and shifting weight fore and aft. I have many fond memories from my youth of sailing her off into the sunsets. Anyone interested, contact me on winter Fridays for locations and times we will be sailing her.

Don't forget, it is not too soon to order your traditional rowing/sailing skiff or dory, or perhaps motor skiff, for next season. Hope to hear from you.

Doug Scott





Should Be "Mac's Boatshop"

My Kingston Lobster Boat progresses slowly. I have really enjoyed building this boat. I enjoy re-inventing the wheel I guess. I am true to the lines in Chapelle's book, and will be to the sail plan, but deck, and cockpit layout will be to suit my wants and needs, not rigged up for commercial fishing. I just want a nice easily sailed boat for day sailing, and beach cruising along the west coast of Florida.

A gentleman named Donald Lyon, of Osprey, Florida, showed up at my shop the other day. He had seen one of my canoes at the Mt. Dora classic boat show, where the owner was displaying it. He wanted a suitable small canoe to grace the top of his restored Chrysler Town & Country Woodie.

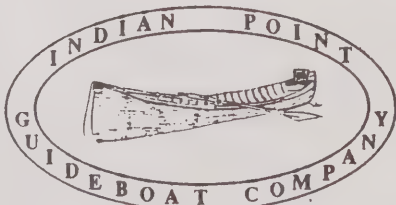
I happened to have a Sairy Gamp in cedar strip. He has no intention to use the canoe as anything but a decoration on his station wagon, but it sure looked great. Just the right size, I thought. I bet he wins a mess of blue ribbons with this combination.

Dale Andrews built a Melon Seed at my shop last winter. He and Art Rothenberg are building one together this winter at my shop. Dale and I ripped the strips for the boat today. Dale was really pleased with the way his turned out last winter, and Art liked sailing it enough to decide he would rather have a Melon Seed than the Beetle Cat he now owns.

I'll have to start calling the shop "Mac's Boat Shop" rather than "Feather Canoes". I have two students building their own canoes under my tutelage right now, with more to come this winter. I will be doing an official WoodenBoat School class the last two weeks of February, so it looks like a busy winter at the shop.

Mac Mc Carthy, Feather Canoes, 1705 Andrea Pl., Sarasota, FL 34235.

Left from the top: Two views of the Kingston Lobster Boat under construction. Car-top decor, Sairy Gamp on a Chrysler Town & Country woodie.



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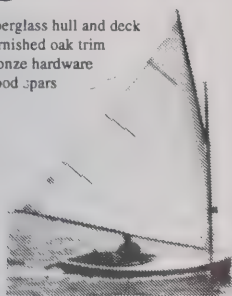
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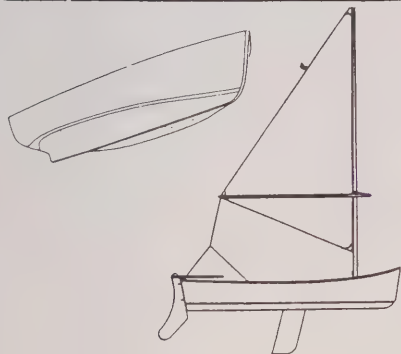
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More on Boat Scoops

By Les Gould

Re the letter from Mike Moore concerning wooden boat scoops, I have a traditional Banks dory bailing scoop hanging on my office wall. It's far too pretty to use in my boats. This one, which I got from Keith Merrill at Water Power Products in LaHave (Nova Scotia) several years ago, is of a rather different design from the one that was shown in the article.

The main body of the scoop measures 8" wide, 9" deep, and 2-3/4" high; the handle, which was turned on a lathe, adds another 4-1/2" to the length. The sides are curved to produce a considerable rocker to the bottom, and the bottom itself is made from galvanized sheet metal. The sides flare apart some to produce a slightly wider mouth.

The top of the scoop is nearly open. The top piece measures just 2-3/4" deep. I assume from this design that these traditional scoops are used with a flinging action since they can't hold much water within the enclosed part.

Construction is all cedar except for the sheet metal bottom and the handle which is hardwood. The fastenings are galvanized box or shingle nails.

It seems to me that the neat feature of this design is that the thin sheet metal bottom lets the fisherman get nearly all of the water out, instead of leaving a bit behind as is the case with a scoop with a wooden bottom. And when the sheet metal eventually wears out, you just nail on another piece and you're back in business.



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Techniques, Tools, Materials:

Metric Tapes, 1 - 2 - 3

Stanley makes a Contractor Grade combination metric-inch tape. The one I have is a 1" wide 7.5m/25' tape. The number on the case is 33-525 and it is made in the good old U.S.A. Unfortunately, I have never seen one for sale in the U.S.

I got mine at a Canadian Tire store the last time I was in Canada. The languages on the package were English, French and Spanish so I presume they are also sold in Mexico. It seems to me if given the part number a local lumberyard or hardware store could get one from Stanley or a Stanley distributor.

I also have a 5m metric/inch tape I picked up in Great Britain several years ago.

Kenneth Latham, Jr., Rockport, ME.

In the Fourth Edition of my *Boat-building Manual*, which was just published 44 years after the first edition, I noted that Woodcraft listed a Starrett brand 3/4" wide steel measuring tape 5 meters or 16 feet long, graduated each 1/32" along one edge, each one millimeter along the other.

I discuss the metric system of measurement in fair depth in the latest and suggested departure from the old style table of offsets. Seems to me that with such a measurement tool available I'll do my next design and take offsets in metric.

Another tack: If the hull offsets are less than 72" they can be taken off in inches, eighths and sixteenths, skipping the feet, i.e., 54-5/8" instead of 4-6-5.

Robert M. Steward, Jacksonville, FL.

Most "good" art stores have these, especially those that cater to architects. Failing that, a 1 meter (39.37 inch) ruler is imported from Denmark by Larsen Marketing, PO Box 1058, Madison CT 06443, (203) 245-6144. They can tell you the nearest dealer, or maybe sell direct.

As I prepare to publish *IYD*, I must show major measurements in both English and Metric. For this, I got (for \$15.95) a metric conversion calculator (about two-thirds the size of my hand) from Radio Shack, Model EC-352 (Catalog No. 65-828). I punch in feet and inches and push two buttons and get metric equivalents. And I can go from metric to feet and inches the same way. This thing also does weight (pounds-kilograms), volume (square feet - square meters), temperature (F - C), and area (square meter - square yard for example). And it also serves to do simple stuff like addition, subtraction, etc.

The metric system will work in the U.S. when all of us over 50 are dead!

Jim Betts, Point Pleasant Beach, NJ.

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Epoxy Patch Filler

By Sam Overman

I recently needed a filler to patch a through-hole in the bottom of my rowing shell, which is a sandwich of roving between layers of fiberglass cloth. I already had some costly commercial epoxy filler materials, but patches made with them seemed to be rather hard. The bottom of my shell flexes quite a bit, and I did not want to put in a rigid patch where it would fall under the end of the steel drop-in Oar-master rail.

I made my own filler which is completely compatible with the epoxy and fiberglass system, which yields a void-filling material that is tough but nearly as flexible as the roving it replaces, and which costs almost nothing.

The filler is made by cutting narrow strips, about a quarter inch wide, from fiberglass cloth scraps. The cuts are made on a bias about forty-five degrees to the weave of the cloth. The strips are sealed in a ziptop plastic bag from which most of the air has been expelled.

The strips inside the bag are kneaded with the fingers, working from outside the bag, until the weave of the cloth falls apart and the individual fibers separate. The resulting fibers can be stirred into already-mixed epoxy until a putty-like consistency is achieved. This fiberated epoxy can be packed into a void with a wooden stick then patted with the stick to press out air bubbles and smooth the exposed surface.

For my shell repair, I applied two layers of fiberglass cloth and epoxy to the flat outside bottom of the shell, then covered the patched area with a sheet of plastic wrap followed by a backup piece of plywood taped securely to the bottom of the shell. I immediately rolled the shell over and packed the shallow recess on the inside with fiberated epoxy and patted the area smooth. Two layers of fiberglass cloth and epoxy over this smoothed patched area were also covered with plastic wrap and a weighted piece of wood.

I found it worked best to do all these steps in rapid sequence without allowing the epoxy to set between steps. Consequently I could also do the entire job using one batch of epoxy mix. The resultant patch has proved tough and durable in actual use.

I find it best for the outer layers of such a cloth patch to be cut smaller than each preceding inner layer so that the edges of each can subsequently be sanded to a feather edge. That way the patch does not create a noticeable bulge on the repaired surface.

I have also found a useful tool for removing gross irregularities, such as runs and drips, from a cured epoxy surface prior to sanding. I use a standard paint scraper consisting of a plastic handle that holds a two-edged metal blade that can be resharpened with a grinder. This tool will shave off the high spots without the clogging and dust associated with sanding. The tool is most effective if used after the epoxy has set but not yet reached its ultimate hardness.

Designing on the Internet

By Chris Crandall

This is a lightly edited transcript of an exchange on the group "REC.BOATS.BUILDING", which is a discussion/newsgroup on the Internet. Clearly, many useful exchanges are possible on the information superhighway. The exchange begins with Dennis Price, who asks a small question about his small boat.

Newsgroups: rec.boats.building. Subject: Re: Problems with engine mounting: Dennis Price (dprice@chat.carleton.ca) wrote:

"I recently built an 8' wooden speedboat which I am now considering turning into a powerboat that I want to race professionally. I therefore purchased two 500hp Mercury outboards to give me sufficient power to meet the class requirements. However, an unexpected problem arose when I attempted to affix them to the stern of my boat.

The bow of the boat is now at a 40 degree angle above the water line (roughly 3-1/2' out of the water). Clearly this is unsafe as I found out on my first racing attempt, when I had to retrieve my two engines from the bottom of the lake.

Would anybody have proper suggestions as to how I could properly and safely mount these engines, without adding extra weight to the bow of the boat?"

Chris Crandall (crandall@stat1.cc.-ukans.edu) responds to this request:

"Clearly your boat is underpowered. I suggest adding a third engine in the bow of the boat itself. Because you do not want to compromise your design, I suggest no more than 100hp for this engine, and that

it should be hooked up to the steering mechanism.

Phil Bolger has recommended such an arrangement in one of his early designs, although apparently the builder did not manage to write back about the success of the design before his funeral."

At this point, a sane person from Canada makes a familiar suggestion. Donald Haines (donh@mars.dgrc.doc.ca) tries to insert reason into this design effort, writing:

"It's obviously underpowered, 1000hp for an 8' boat! I think that I'll stay with my canoe, it's about 1/10hp for a 16' boat and moves along just fine. 1000hp on a 8' boat? A Cessna airplane only has about 150!

I really hope that you are kidding. If you are serious, look at hydroplanes. They have the driver (pilot?) at the far end of the boat to try to balance the weight of the engines. 1000hp is going to take a lot of bracing and a hull designed to hold it, let alone be driveable. If you are going to do this, don't be an idiot and kill yourself with an improper boat, your boat and motors will have to work as a unit. Design them as such, build them as such, and you will have a much superior product."

Mr. Haines is clearly a Phillistine. Fortunately, Dave Kinzer (kinzer@ds-dev0.sps.mot.com) understands such sophisticated design issues, and asks the only really germane question, followed by some very useful advice:

"Yeah, Don, but how fast is a Cessna through water?

The 1000HP motor up front won't weigh enough to balance the two 500's in the back. Two more 500hp's up front would have her sitting on her lines better

(or is that "sitting on the bottom faster?").

Now, Don Haines gets into the spirit of the design problem, and proposes a nifty solution, including how to add a small galley in an 8' boat:

"You have missed my point. Either this guy is kidding or he will kill himself. Still, 1000hp is not insane. Some hydroplanes have around 1200-1300hp. The thing is, those boats are designed as a unit, not taking a boat and then adding more power. You might consider a hydroplane as an engine with bracing and a hull attached.

Why not abandon the two 500hp engines and replace them with a jet turbine? You can mount it with much better balance and will probably go faster than a propeller driven boat will. You could even cook marshmallows over the exhaust."

Great suggestions! Unfortunately, Marcus (bellm@mail.med.upenn.edu), obviously an Ivy Leaguer, and maybe even a doctor, explains the joke:

"Heh heh, this is a good thread. At first, I thought that the original poster was referring to the Merc Model 500, which is a 4 cylinder, 44 cu.in., 50 HP motor. Now, I wonder if he really did mean 500 HP?"

Not really, of course. This was just the information superhighway's version of Burma Shave signs.

Trailer Inspiration?

Anyone looking for inspiration for construction of a long distance trailer can contact me. I just went through the process for my Westerly Nomad 22 and will be glad to pass along information on what worked.

Andrew Moore, 315 Berry St. #7N, Brooklyn, NY 11211, (718) 486-8049.

My Learning Curve is a Flat Line

In my article you recently published on capsizing I related the steps I took to check out my ability to right and reboard my 12' sailing dinghy. My friend Jim Michalak kindly pointed out that I had not re-boarded over the side from the water while it was full of water!

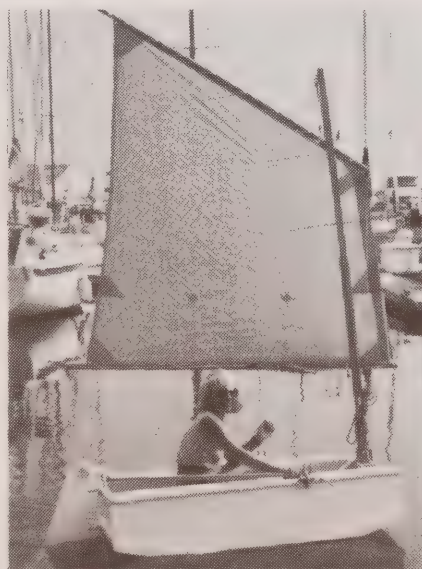
Well, time to get wet again. He was right. Full of water the boat just rolled with each attempt. I was able to get in fairly easily over the stern. As Vivienne Carey points out, in her letter in the Oct. 1, '95 issue in an "authentic" capsize this would be the most stable place to board. I am also going to add a "Grannie" step.

I also flipped my Bolger Shoebox. Upside down it floated in about 1/2" of water. It righted easily, coming upright with only a couple of cups of water. I could climb aboard over any of the four sides, only adding a little bit of water in the process. This prompted me to add a sailing rig to the boat. The hull shape corresponds to Bolger's Tortoise, within the waterline length area. I was able to use Tortoise's leeboard and rudder.

Much experimentation, and correspondence with Jim Michalak, has taught me how to get a good shape to a balanced lug sail and that's the shape I chose for the Shoebox. It seems to work fine but there hasn't been enough wind to get to hull speed (est. @ 2.9315 knots.) Or maybe I've reached it and thought I was standing still.

I've made about 20 poly tarp sails in the last couple of years and I like the fabric. Reinforcing with fiberglass tape seems necessary on the luff of lug sails. Each time I've used duct tape I've been disappointed. Either the sun damages the tape or the adhesive slips on hot days. Besides, my sewing skills are improving.

Reed Smith, Oxnard, CA.



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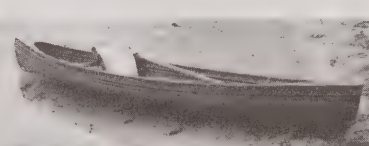
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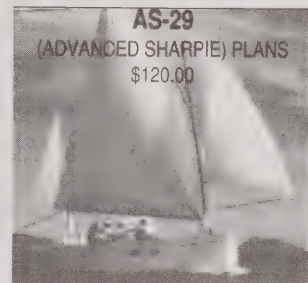
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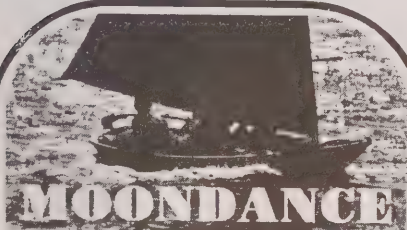
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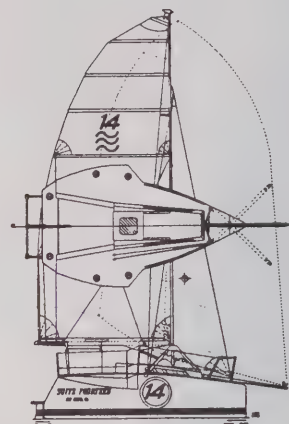
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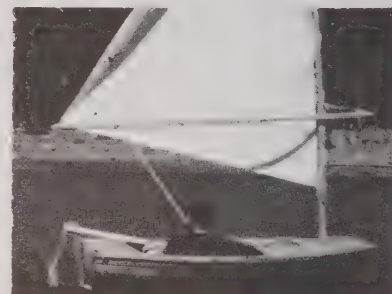
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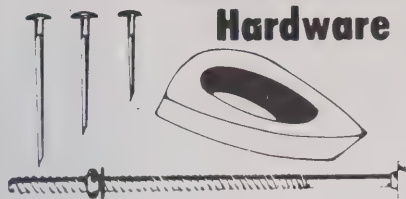
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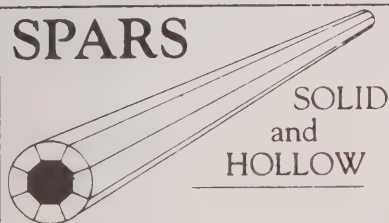
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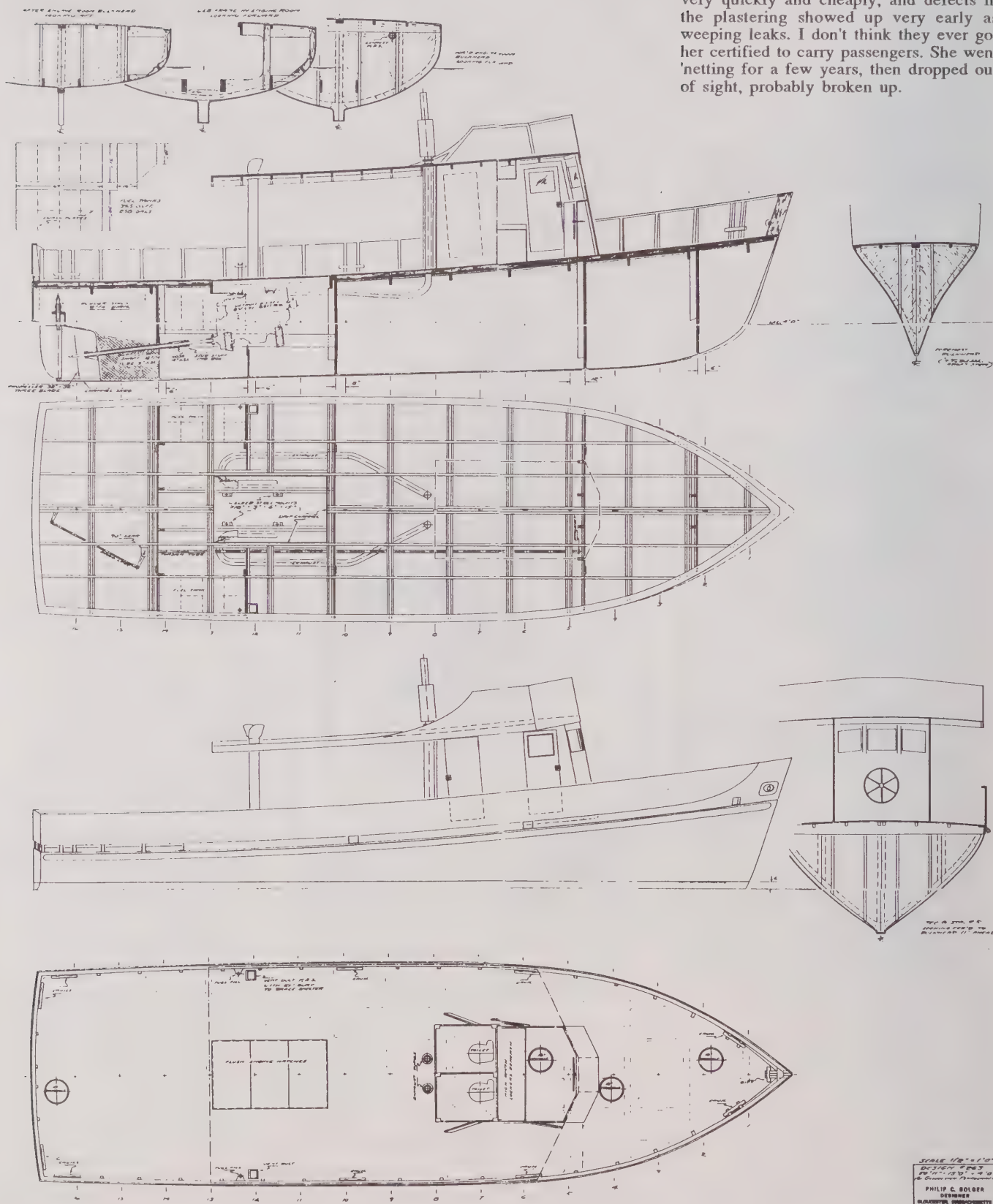


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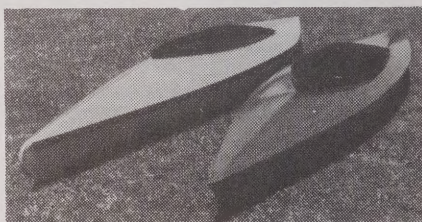
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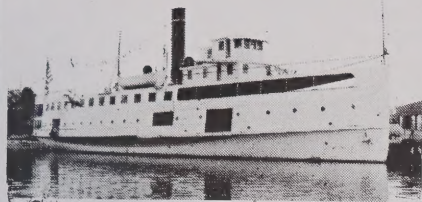


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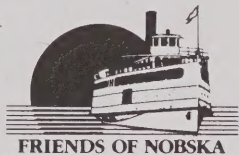


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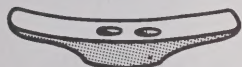
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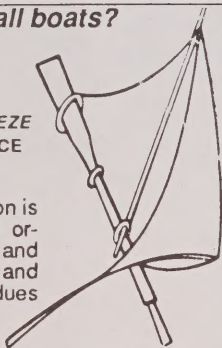
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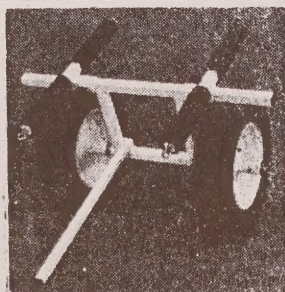
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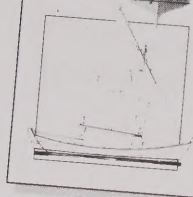
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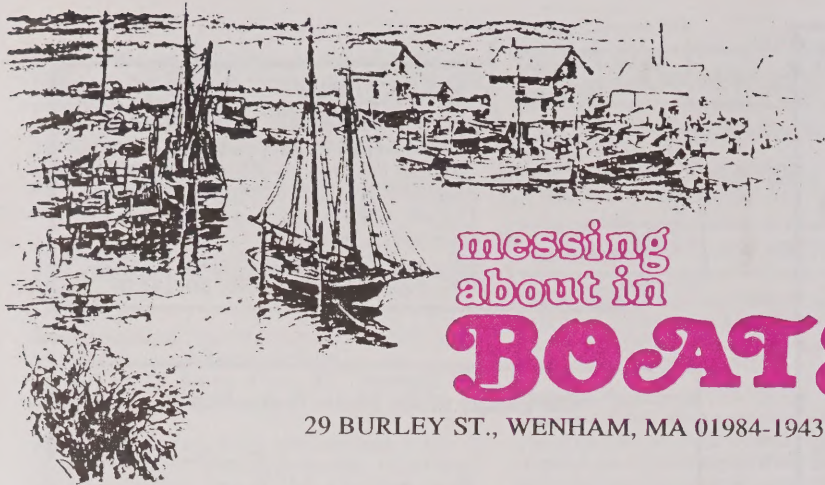
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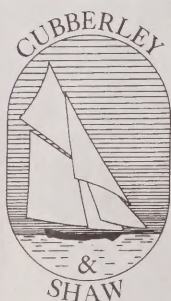
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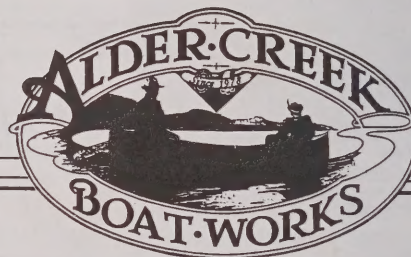
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